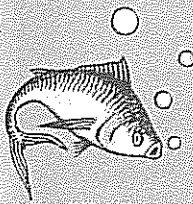


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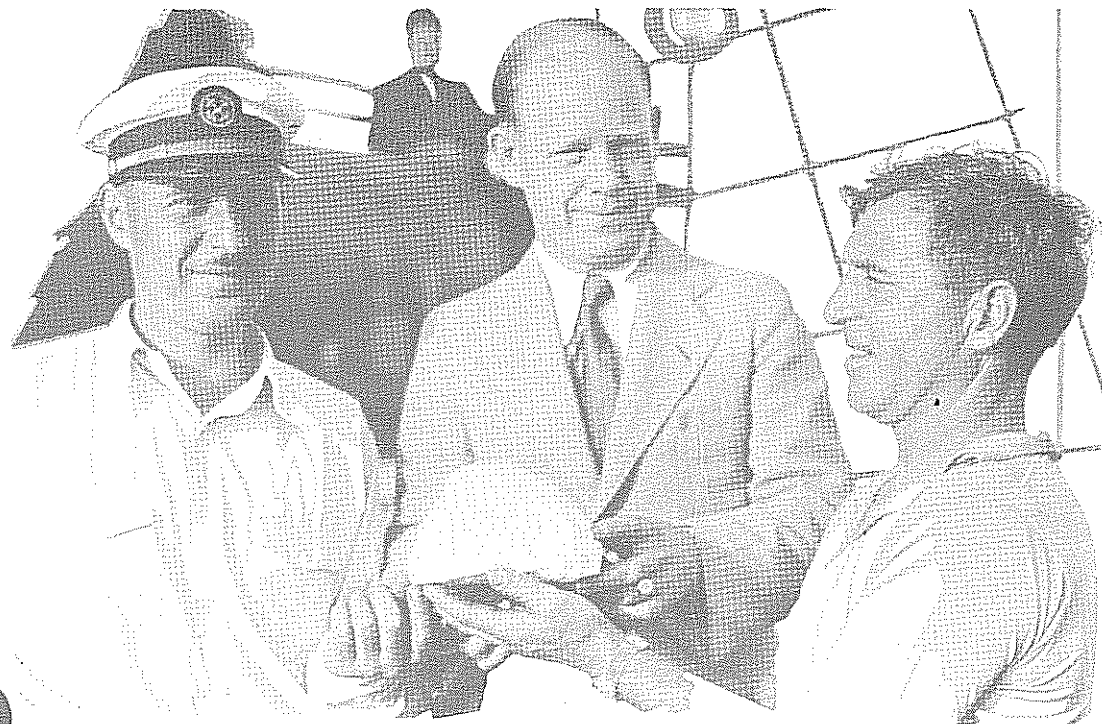
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AUGUST. 1930

Left to right:
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L. P. Hodges
and Dave Johns

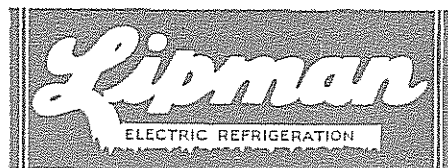
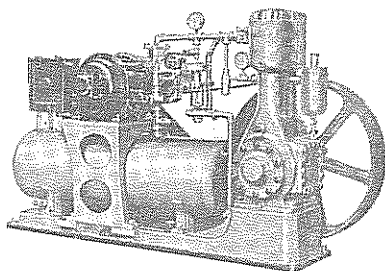


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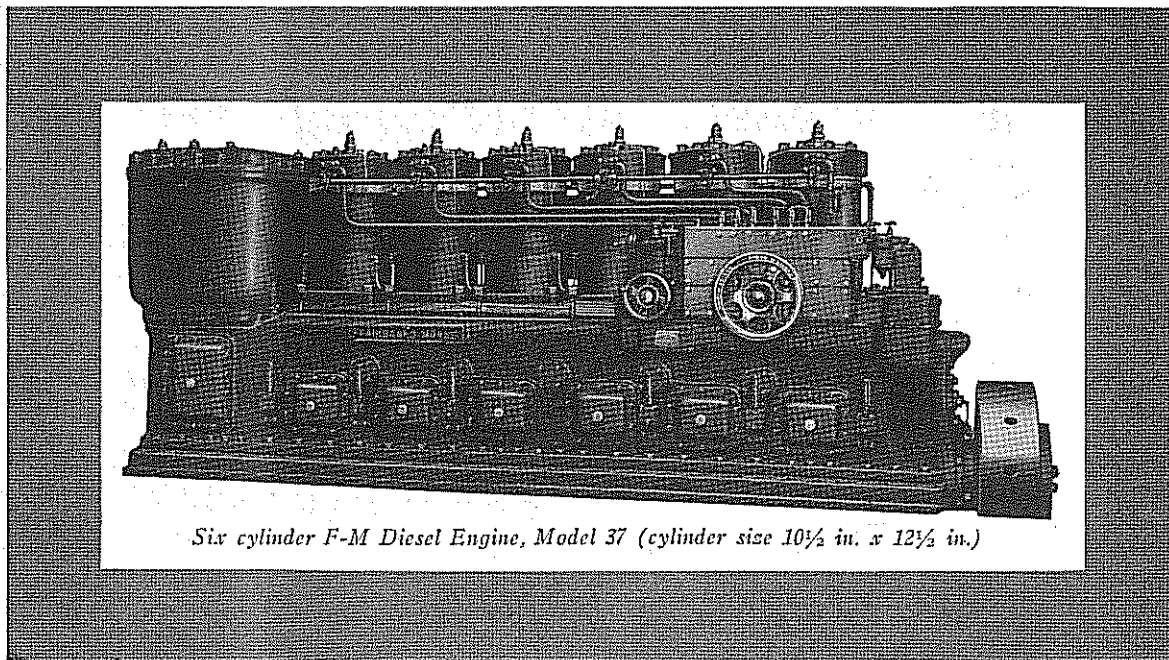
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Glenn Mayne	San Pedro	Otto Paulson
Venus	San Pedro	James Elias, et al
Cipango	San Pedro	Nakasuchi & Meida
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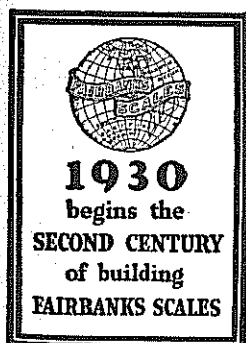
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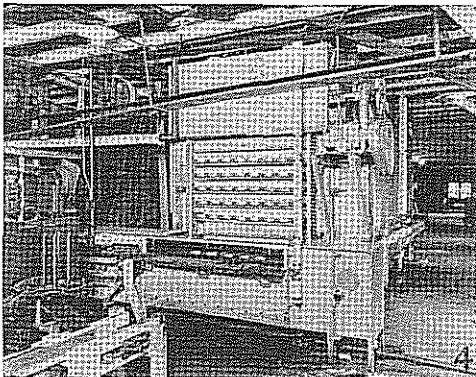
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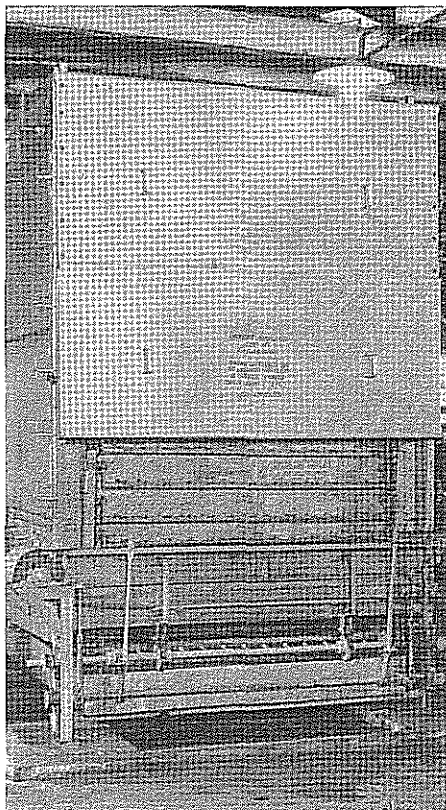
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THE WEST COAST FISHERIES

PUBLISHED FOR THE ELEMENTS THAT MAKE UP THE FISHERIES OF
THE WEST COAST

W.C.F.

"Plenary Powers" Initiative On Ballot in California

*Commercial Fisheries Interests Object to Proposed
Measure Because of Personnel of Present Commission*

ALTHOUGH the rank and file of the Fish Commission is known not to favor it, and despite the fact that all of the veteran enforcement officers of the organization view its possible enactment into law as a danger to the income-producing industries that center about the fisheries, certain elements within that State body have been unusually active in urging the proposal that "plenary powers" be accorded the commissioners of the California Division of Fish and Game. Inasmuch as common report now declares that sufficient signatures have been obtained to the initiative petition to insure its inclusion on the ballot, all fishery folk, and all persons connected with the multitudinous occupations which would be affected were calamity to befall the tuna, sardine and mackerel packing industry of this State, should post themselves intimately concerning what could happen and what very well might happen were broad, dictatorial powers entrusted to the men who head the Commission.

In a general way a parallel can be drawn between the Railroad Commission and the Fish Commission as it would be constituted under plenary power privileges. No remarks concerning the ill repute in which the public holds the former are needed here—it is enough to cite the generality that American citizens always resent autocracy and bigotry and that although they may themselves foolishly vote a commission or board of dictators into office, they always repent their folly afterwards and hold in disrepute the abusers of their confidence. It is vain ever to expect a genuine American to relish absolutism, either by an emperor, a king, a petty duke or a three or five-headed commission. Where the democratic principle of public government perishes, there and then is born the spirit of discontent and incipient rebellion.

Plenary powers as a scheme includes a commission of five men instead of the present three. These men will hold office for six years, and will not be removable except for proven perversion of office. They will be gubernatorially appointed, their terms expiring serially.

It must be specifically understood that general powers are to remain with the State Congress or Legislature. That is to say, maximum open seasons for fishing will be defined by the representative bodies, likewise such matters as license fees, fish taxes, and similar things which concern the collection of revenue and the levying of imposts of various kinds. In other words,

the five commissioners would not have it within their power to lengthen fishing seasons, neither would they be competent to increase taxes of any sort.

However, they emphatically would be invested with certain serious prerogatives, among which would be some that combine both the judicial and the legislative function appended to the already-possessioned right of enforcement. In other words in these matters they would be Congress, President and Supreme Court—everything.

The people of California may well be fearful that the day of benevolent despots has ended—if, indeed, it ever existed—and although the purported benefits of granting broad rights to a rather permanent body of five men may seem of evident value, it must never be forgotten that therewith is included a surrender of autonomy, a selling-out of citizen's rights.

Specifically, the five commissions would be empowered to curtail fishing at will. In other words, whenever they might make up their minds to do so they could stop all commercial fishing and force the canneries to close, lie idle, and remain inactive until it was their pleasure to lift the ban. What an opportunity for coercion and the prostitution of power, especially when the victim is an industry worth millions and millions! Think of the ruin that might conceivably be wrought by an abuse of the trust!

California canners have not opposed the proposition, on the basis of principle, with much heat. They are, as a class, disposed to conform entirely with the wishes of the people. Their antipathy to the measure has been founded almost entirely upon the make-up of the present commission, which they state has declared itself publicly as the enemy of commercial fishery enterprise and inclined to curtail fish packing as a business so that there may be more game in the sea for the gratification of sportsmen. In short, the cannery-heads are less apprehensive of the general dangers that might arise out of the new control than they are of the specific threats and direct menace which the personnel now holds for them. Probably it is safe to suppose that there would be no opposition at all to plenary powers from the commercial interests were it not that they feel that not only are they not represented on the present commission, but that there are seated in it avowedly antagonistic elements which may create great havoc, should the opportunity afford.

Banking Executive Becomes California Fish Commissioner

Los Angeles Financier to Undertake The Administration of an Industry Which Provides Income for Thousands, Cheap Food for Hundreds of Thousands, and Which Has a Value of Millions of Dollars

C. R. BELL has been appointed Commissioner to the California Division of Fish and Game. In this selection Governor C. C. Young has chosen a man whose success in life has been made in the banking business and who styles himself an ardent sportsman.

It is told that Bell began his career as a financier at the age of 17, when he first became an employee in a banking house. In 1908 he went to California, became identified with various financial institutions there, and has since risen to positions of much prominence and power.

At the time of his arrival in the State, Bell went to work in the All Night & Day Bank of Los Angeles; in a short time he was elected cashier of the firm. Later, when it consolidated with the Hellman Commercial Trust and Savings Bank, he became vice-president, and in that office is said to have been virtually the acting head. He was retained as one of the chief executives at the time that the Hellman institution was merged into the Merchants National Bank, and he is reputed to have provided the genius that produced the amalgamation of properties which resulted in the formation of the Bank of America of California. He is senior vice-president of that institution at the present time.

There can be no question that the new commissioner is deeply interested in game and in fish, from a sportsman's standpoint. His personal services to the State in which he lives have demonstrated not only his generosity but his genuine concern for the continuance of wild life resources, for it is said of him that at personal expense of something near \$20,000 he undertook to stock the Owen's Valley of California with Chinese ring-necked pheasants and several varieties of quail. This attitude of course is conclusive that his interest in sporting resources is profound and very real.

The great preponderance of our population is composed of people who are not "sportsmen." Economic restrictions keep the average family man constantly at home, and whatever brief vacations he may have are spent at less expensive diversions than hunting and fishing expeditions. Only an affluent few can enjoy hunting trips to distant places, and the old lady who earns her living at a hot mangle in a steam laundry does not go to Lake Tahoe for her trout, but buys it from Piggly Wiggly or the Safeway Store in a "pound oval" sardine can. Since America is a democracy, we needs must think of the welfare and rights of the humbler folk who constitute the vast bulk of our nation.

In his new position of extraordinary responsibility Bell will have to consider not only that class of person who goes joyously forth with rod and gun to seek an outing and recreation to a tune of \$500 in traveler's checks, but also the modest families of inconstantly

employed laboring folk who depend upon the canneries for a livelihood, or whose men are glad to receive two or three dollars a day in exchange for eight or nine hours of labor in boat yards, shook mills, can factories, lithograph plants, bonded warehouses, and repair shops. All of these businesses depend in totality or to a less



C. R. Bell, Los Angeles financier and sportsman, who has been appointed California Fish Commissioner

degree upon support gained from commercial fisheries—as do also customs brokers, ship chandlers, provisioners, Diesel engine manufacturers, lumber and timber yards, paint works, sheet metal shops and marine oil stations. The State's tomato industry sells thousands of barrels of catsup to the sardinerias, and olive oil and mustard in similar quantities are consumed.

The fisheries produce an annual fortune of millions of dollars in widely distributed wealth. The boatman and cannery laborer share in it no more largely than does the grocer, theatre-owner, automobile salesman, real estate man and banker. Here is a truly democratic distribution of benefits, and its basis is not "sport" or "pleasure" but the serious and heroic struggle to gain an honorable though modest living by pro-

(Continued on Page 29)

Senator Cleveland Speaks Against Plenary Powers

Watsonville Legislator Characterizes Proposed Measure As Contrary to Democratic Government and Warns Against a Repetition of the Experience That Has Been Had with the Notorious Railroad Commission

SANTA CRUZ sportsmen and commercial fishermen alike are becoming exceedingly concerned with the increasing scarcity of salmon in Monterey Bay. The meeting which was reported in the July issue of W.C.F. was the first that has been held to discuss the matter, and it was during that conference that the proposal was made to close a considerable sector of the bay to boats fishing sardines for canneries. The proviso was appended, however, that market craft should not be denied the right to enter the closed area for the purpose of seining supplies of fresh bait.

The Second Meeting

A distinct lack of professional and dispassionate advice was felt during the first concourse, wherefore S. W. Rodgers, secretary of the "Santa Cruz County Rod & Gun Club" very wisely sent a special invitation to Norman B. Scofield, asking him as Chief of the Department of Commercial Fisheries of the California Division of Fish and Game, to assist them in arriving at correct conclusions.

The meeting was scheduled for the evening of July 8, and opinion was so general and emphatic that Scofield would favor restriction of fishing, no matter on what sort of basis, that the Santa Cruz Sentinel on that day published an anticipatory account of what he was expected to say. Had the newspaper known Scofield's fair-mindedness it could not have erred by supposing that he would be swayed by prejudice or by his personal feelings in the matter.

Scofield Speaks

When the Fish Commission officer was called upon, he commenced in his characteristically careful and Lincoln-like manner by saying that his hearers must not interpret anything that he might say as opposed to them but that he felt that to close that part of Monterey Bay lying shoreward from an imaginary line drawn between Lighthouse Point and Moss Landing would not produce the results that they desired, and might, moreover, work some hardships that were not so apparent as to be foreseen. He pointed out that to try to close a part of the bay by an imaginary line would be a poor device because the boats operate at night, and they cannot tell with certainty where they are because the shore is unlit. Furthermore, by allowing bait boats to enter the restricted area, the obligation would devolve upon the local warden to determine in the instance of every boat that cast its seine whether it actually was setting for bait or was in fact catching cannery fish. He indicated the impossibility of such a task, saying that McDermott, the energetic local officer, had been unable even to keep the drag-boats out of the bay in broad daylight hours.

Sketching the history of Monterey Bay sardine fishing, Scofield told how the lampara seiners had developed the business. Purse-boats have recently been in-

troduced to break their organized strength, he said, and at the last legislature the small-boat men had unsuccessfully attempted to prohibit the competing vessel-type in local waters. On the basis of studies that have been made by the State Fisheries Laboratory he then showed that 25% of the lampara catch is taken in the area that the Santa Cruz men sought to close, whereas almost none of the big purse-boats went there for fares. In other words, the proposed measure would be a serious blow at the lampara fishermen, all of whom make their homes near by. This lucid explanation of the situation changed its complexion entirely.

Pleads for Simple Laws

Scofield concurred with the fishermen present who declared that already there is serious sardine depletion, as was evidenced—so said the boatmen—by the constantly greater scarcity of bait. He told them, however, that if they wanted to bring back the salmon they would have to afford direct protection to them, rather than to work indirectly, in a round-about manner. Too many salmon have been caught, they have been sadly depleted and over-fished, he said.

In closing, Scofield plead for simple laws that were just, easily understood, and facile to obey, and begged that there be no sectional dissention.

It was a splendid address.

Beverino's Motion

Louis Beverino, fish merchant of the port, rose to introduce a motion for the appointment of a committee to look into the whole matter, and to confer with Monterey sportsmen's clubs, in which a number of cannery men are members. The chairman thereupon appointed Beverino and Floyd Uhden to the committee, in addition to two representative sportsmen.

Senator Cleveland Speaks

State Senators Sanborn, Young and Geo. C. Cleveland, and Assemblyman Snyder had been invited to attend the meeting. Senator Young was unable to be present, but sent a letter whose reading by the chairman opened the discussion of the proposed granting of plenary powers to the Fish Commission.

Senator Geo. Cleveland then took the floor and spoke forcibly and frankly against the proposal, saying that although the subject was relatively new to him he was opposed to the principle of granting uncurbed and unlimited powers to bodies of this sort. He characterized the proposition as contrary to our concepts of democratic government, and declared that we have had examples of abused rights in the instance of the ill-famed Railroad Commission, which is admittedly controlled by corporations. The Senator said that he did not wish to follow out the parallel, but that it could be inferred that sportsmen's organizations would rule the Fish Commission were plenary powers granted.

(Continued on Page 23)

San Diego Swordfish Boat

Introduces Superior Features

*Gloucester-Trained Harpoonman Innovates New Bedford
Topmast and Springless Timber Bowsprit into Make-
Shift "Broadbill" Fishery of the Southern West Coast*

CALIFORNIA swordfishing was top-grafted upon the half-dead stump of market netting, and flourished phenomenally. A peculiar group of mutually reinforcing circumstances nourished the business until it became a principal activity in the fresh fish field. Now it has become an established pursuit having a definite following of expert specialists and, very lately, a distinctive type of craft.

An Ancient Calling

On the coast of California harpooning is far more ancient than fishing. Wind-driven whalers from West Sayville, Sag Harbor, New Bedford and Nantucket rounded the Horn in the early "fifties" to sink their lily-irons into the cachelot that in those times coasted from estero to estero and from one sardine school to the next along the Pacific shore. The lean East Coast Yankees and the swarthy Cape Verde Islanders were skillful wielders of the barbed iron, and often took occasion to manifest their aim and prowess by impaling other than regular game. Porpoise, dolphin, and blackfish all felt the sting of the steel, and especially in the case of the Portuguese bow-men—who relished the "broadbill's" steaks—were swordfish harpooned and hauled on deck to make a treat for all the crew.

42 Years Ago

Sanguine fellows of the present fleet, who claim to have "commenced West Coast harpooning," may be surprised to know that there exists written record of a large broadbill having been struck and brought to shore at Monterey in the year 1888.

Just when the fishery began at San Diego seems still uncertain, but it is entirely true to say that it assumed no considerable proportions until 3 or 4 years ago, when the Gilbert C. Van Camp organizations took an interest in the resource, offered a market for it, and shipped car lots to eastern points of consumption.

Adapted Boats

None of the young fishermen were adept with the harpoon. It remained for the gray-haired Portuguese, who had spent the years of their youth in Gloucester and New Bedford craft, to climb out into the pulpits and strike the long purple body lying beneath the tall crescent fin. These keen-eyed men—most of them ex-whalers from the "Claudia," the "Wanderer," the "Margaret" and the "Manta" of New Bedford and Provincetown—furnished the special knowledge with which the new business got off to a flying start.

But there were no suitable boats. Nearly the only craft that were not too small and not too large were old albacore boats and sardine lampara netters. These were not agile, being characteristically long of keel and comparatively narrow—they answered to helm slowly. However unsuited to the business as most of them were, the men used them perforce, for it was a new fishery, one one could foresee how long it would last, and there were not willing to wager their savings on its permanence by building new vessels for it.

When the makeshift pulpit-boats commenced landing large numbers of swordfish, local interest in the subject developed. Persons who were curious to try the unaccustomed article carried steaks home with them, and afterwards reported so enthusiastically that the group of appreciators grew. Within 2 years a considerable market developed in Los Angeles, Pasadena and other adjacent centers of population, public appetite increasing in accelerated ratio. When it became evident that a constant local market was present, fishermen felt secure in investing in specialized equipment.

Veteran Harpooner

San Diego is the seat of the West Coast fishing colony of Portuguese. Many a rare old character can be found in that idyllic port, which has a practical monopoly on the harpoonmen of the Coast. One of the most dexterous among these was "Old Man" Nunes—who wasn't old at all, but was called such chiefly to distinguish him from his youngest son, Domingo Nunes Jr. As a matter of fact the senior Nunes was hardly more than 50 years of age, but it is only candor to admit that much experience, adventure and hardship had been compressed within that brief two score and ten.

Born in the Azores, he knew of ships and fishing from his earliest recollections. When still a very young boy he joined a Yankee blubber-boiler and went cruising along the "Gold Coast" of Africa. His sons declare that at the age of 14 he struck and lanced his first whale, and was an iron-hurler ever after.

Nunes had a boyhood friend named Juakin Pedro who shared all of his adventures. The two became absolutely inseparable. Together they signed articles on smudgy, cask-filled try-ships and together, ultimately, they decided to emigrate to America. Naturally enough they came ashore in the salting yards of Gloucester, and got their first whiff of freedom while wending their way through the flake-yards of cod, pollock, cusk and hake as they sauntered inland and upward among the stones, looking for the town.

Join Grand Bankers

The proverbial "big, round dollar" with which they had been paid off soon was spent, and the two boys looked for work. The land being to them an unknown region of imagined terror, they turned their backs upon it and stepped blithely aboard a "banker" bound to Newfoundland for cod. They made many trips before becoming separated, which may have been an ill event, for thereafter misfortune befell Nunes, then grown to be a husky young salt. He was hove down in the schooner "Dorcas" during a winter's gale, so that the men had to chop out the masts before the vessel righted. A jury rudder was rigged, a mast made of the boom, and eventually the "Dorcas" made port, and with all its fish in good state!

Thereafter he was in shipwreck several times, but had the closest squeak when he was blown away in a dory while hand-lining north of Nova Scotia. His

vessel returned to Gloucester with its standard at half mast, for it was conceded that no man could survive the cold for long at that time of the year. However, another vessel sighted the dory and picked him up unconscious. Two days later he regained sensibilities, but for weeks he was ill and never entirely recovered, developing a chronic throat trouble that at last impelled him to voyage to California. Naturally enough he settled in San Diego, where there were others of his own nationality whom he had known 20 years previously in the Azore Islands.

The "Western S."

Nunes owned and captained an albacore boat called the "Western S." When the swordfish boom commenced he fitted the stiff old bottom with a flat plank sprit tipped with a bent pipe pulpit. Placing a pair of skiffs on the stern, he put to sea after broadbills. With him went his old island crony, Juakin Pedro, and the balance of the crew was composed of his own sons, Manuel Nunes, the elder of the two, and Domingo Nunes, Jr. It was a closed corporation, a sort of family enterprise, and it yielded rich profits. The "Western S." was one of the high-line killers in the fleet.

Fire at Sea

A swordfish boat is particularly susceptible to destruction by fire. None of its crew stands watch in the engine room and even on deck there is no one on duty—all hands are perched high in the rigging, seated or standing on the lotout platforms, their attention fixed on the sea's surface in the near distance. Fire has the unobstructed opportunity to gut the vessels before being discovered; should the skiffs chance to be in the water, fast to fish, there is no escape for the men except by swimming. More than half of the harpoon-men, being Gloucester-bred, cannot swim.

In 1929 the "Western S." burned at sea. Nunes, Juakin Pedro and young Domingo were aloft on lookout when the fire started. The entire engine room was ablaze before the Captain, chancing to look down, saw smoke issuing from the deck seams. Seizing a parcelled back-tay he slid to the rail, stepped in-board and jerked off a hatch cover—flames from burning oil leaped 12 feet into the air.

"Let's go!" yelled the old mariner.

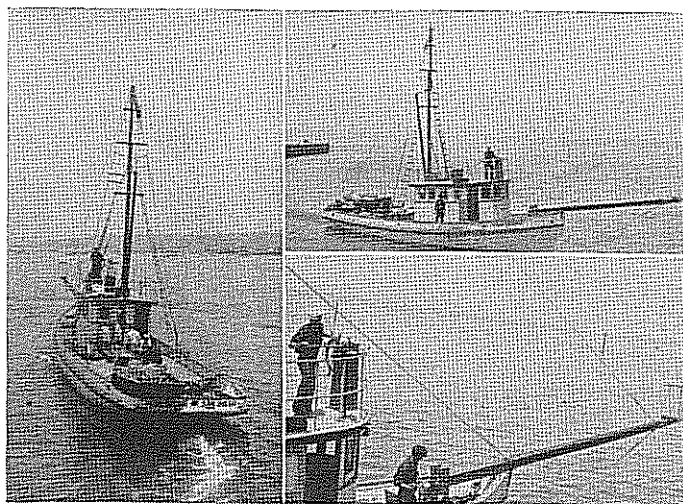
Matter of Seconds

It happened that Manuel was playing a fish from one of the skiffs a hundred yards from the vessel. This fact left only one boat aboard. The three launched it with one mighty effort and embarked in a rolling cloud of black smoke.

"You should have seen us row!" says Domingo, Jr. "There never was such a hot fire! It made a great noise that we didn't like to hear. Well, we got about 100 feet away when the 'Western S.' blew up. Pieces of the burning wood fell into the skiff, but none of us were hurt or burned."

Says Manuel: "When I heard the explosion and looked around to see the pieces of the ship high in the air, my first thought was that the men must have jumped overboard and I knew that two of them could not swim. I had a fish almost played up to the boat and ready to lance, but I cut him free and rowed as fast as I could to where the wreck had been. I took one of the men out of the other skiff which was too small for three and about to swamp, and then we started for land."

Divided on a basis of one-man-who-could-swim and one-man-who couldn't to the boat, four castaways made the beach near Carlsbad, California, after hours of steady rowing. All of them being expert oarsmen and



Three views of the harpooner "Sao Pedro", showing its East Coast topmast and platforms, and solid timber sprit.

experienced surfers, they succeeded in getting ashore through the breakers without capsizing. Dripping wet, the four unfortunates trudged to the State coastwise highway, where an inter-city stage picked them up and carried them in to San Diego.

"We had three big fish in the ice, too," lamented the Skipper.

Special Vessel Planned

Sons of the Captain recount that the old man no sooner had his feet on dry land than he announced his intentions for the future.

"Never mind, boys," said he. "We'll build a real, East Coast swordfish boat now—and this time we'll have automatic fire-extinguisher on board."

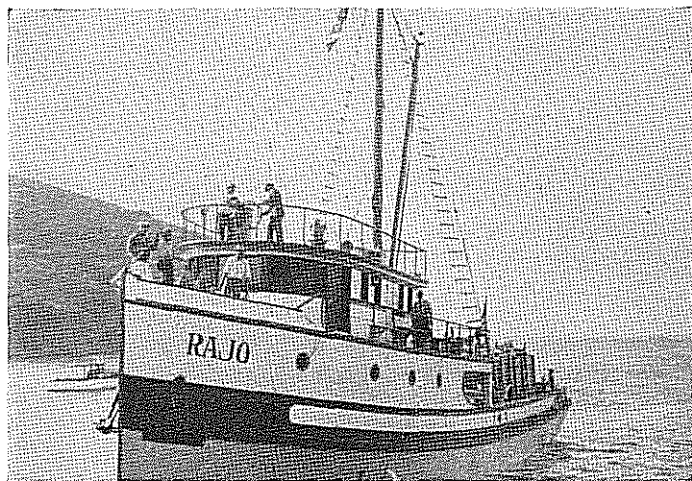
The thing was done. Ira Peveito, described as a "Frenchman from Texas," was designer for the General Marine Works, builders of fancy pleasure craft at San Diego. Peveito was told what the harpoon-man wanted, which was a Gloucester-type vessel of unique proportions. He did a masterful job concretizing their abstract ideas—say the men themselves, who are delighted with the result. It was in this way that the first West Coast especially-designed and especially-built harpooner came into existence.

The "Sao Pedro"

Two qualities, above all others, are required in a harpooner. The first of these is quick maneuvering ability, the second is steadiness. Immediate response is necessary in order that the helmsman may bring the harpoon-man within striking distance of the circling and notional fish. Steadiness is essential not only for the comfort of the men in the rigging, but also to the end that the pulpit-man may not be thrown off balance and miss his aim. These requirements call for a short keel, broad helm and considerable depth. The Peveito-designed boat has all of these.

"We named her the 'Sao Pedro,' which is Portuguese for 'St. Peter,'" says Domingo. "She is the first

(Continued on Page 18)



The "Rajo" Is Commissioned!

**FINEST REFRIGERATED VESSEL
DEPARTS ON MAIDEN VOYAGE**

THE "RAJO" has gone to sea. At midnight of July 21 the speedy craft left San Pedro on its maiden trip to the tuna banks. Since its wireless transmitter has not yet been installed, no word has been had from the ship, but because all of the vessels that are now in commission are reaping a tremendous and unprecedented harvest it is presumed that the "Rajo", too, is taking aboard a load.

Twin Auxiliaries

Fishing skippers and canning corporations will watch with interest the performances of the big cruiser, for in several respects it is individual and unlike anything that has gone before. John Rados, proprietor of the Harbor Boat Building Company, and Dave Johns, man of means, combined their respective potentialities to consummate what is most to be desired in a live-bait bottom when they laid plans for the vessel. It was built for their own use, in its construction they were free to exercise their own choice and best judgment, hence the "Rajo" can be looked upon as the finest in accomplishment that they knew how to produce.

Certainly they have taken the lead in one important regard, that being the provision of twin auxiliaries—each being a 3-cylinder, 52-h.p. Diesel shaft-coupled to a 35-kw. Westinghouse generator. This installation is unique in the fishery, but we predict that it will soon be come the invariable standard, for the entirely sound reasons that were expounded in the discussion of the "Skipjack" in the July issue of WCF. Twin auxiliaries constitute one of the contributions to future ship-building practice to which the "Rajo" can lay claim.

Best Refrigeration Yet

Unquestionably the Lipman engineers are justified in their assertion that the "Rajo" is the best refrigerated ship in the West Coast tuna fleet. Certainly no boat yet built has received the careful planning that has been evidenced in this instance by scientifically designed circulatory channels for ascending and descending currents of air. Through provision for rapid motion of the atmosphere the effect of the amount of compressor capacity is much increased, and better chilling is had than could have been obtained under the old system even with a larger ice machine.

A 10-ton Lipman 2-cylinder compressor, driven by a 15-h.p. Fairbanks-Morse motor, is connected with more than 4,000 feet of 1¼-inch ammonia pipe that is laid entirely around the hold. Overhead, sides, bottom and bulkheads are covered, the pipes being spaced 6 inches between centers. Three turns run down each side of the shaft alley.

Multiplied effect is given the coils by slatted wood-

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Trial trip views of the "Rajo", July 13: The ship at the Catalina "Isthmus"; John Rados, Capt. J. G. Johnson and Dave Johns (owners and master); Mrs. John Rados flanked by her hard-working sandwich-makers; "all the boys" on the wharf at Catalina Island.

THE "BELLE ISLE" GROUNDS

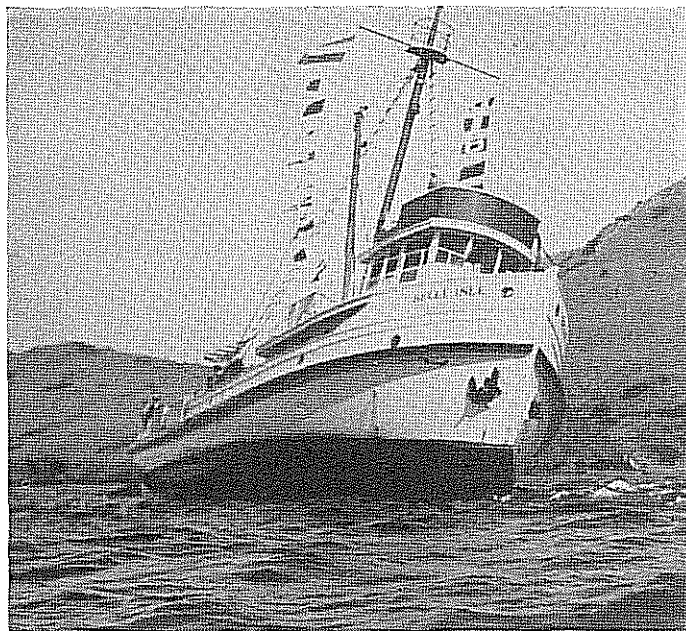
*Catalina Outing Is Near-Catastrophe
Because of Unmarked, Sunken Reef*

THE "BELLE ISLE", strongest tuna ship ever built, proved its stamina and the quality built into it by Parke & Kibele, Wilmington shipwrights, when it smashed into an unmarked reef of jagged volcanic rock off the Santa Catalina Island "Isthmus" on the afternoon of July 27. Striking the obstruction a direct blow, the beautiful new cruiser reared its curved fore-foot into the air, heeled on its beam, and lay inert while the passengers scrambled overboard to safety in many craft that were immediately at hand.

False Reports

Wild and exaggerated reports of the incident were printed in Los Angeles newspapers, so that every man who was aboard during the "wreck" found himself a hero the next morning. As a matter of fact, no one was in danger at any time, and for the most part the crowd aboard was remarkably calm and well deported.

To Captain and Mrs. John Gabelich the "Belle Isle" is the tangible reward for years of industry and thrift. Nothing could have been more natural, then, but that they should have wished to signalize the culmination



The "Belle Isle" stranded on unmarked reef.

of their strivings by entertaining friends aboard the new ship. Its first trip to sea, therefore, was made as the occasion for a holiday, and invited guests came to throng the handsome craft.

Splendid Company

Early on the morning of Sunday, July 27, the "Belle

(Continued on Page 21)

King of the Steak-Makers— SWORDFISH

**BARBECUED "BROADBILL" AND
HOW TO TOAST IT TO A TURN**

SWORDFISH will not take a hook except under conditions difficult to procure, and most skillful angling is necessary to land one on sporting tackle. Commercial operators, who want to get a boat-load of the fish, (be they record-breakers or not), have little time to devote to the mere matter of capture, hence are more interested in expeditious dispatch of their quarry than in affording it a theoretical "sporting chance." In other words, the commercial swordfisherman wants the fish itself, and is not at all interested in thrills to be gained by torturing the creature a half day on the end of a hook-tipped silken cord. Therefore he uses a harpoon.

Sometimes as early as April, and always during May, groups of small craft having long bow-spirits at whose end is a harpooner's pulpit, gather off Cabo Colnett, on the coast of Baja California, Mexico. There, on a certain off-shore bank, they await the appearance of the broadbills. Supposedly the animals migrate gradually northward, for as summer advances the boats shift the center of their operations up-coast, first to the vicinity of San Diego, then to off San Pedro, and finally to the coasts of Santa Cruz Island and the others of the Santa Barbara group.

July and August are the months of greatest abund-

ance, and it is then that markets are best supplied. Because this is the period of general abundance in the fisheries, prices for swordfish have never risen to prohibitive heights on the West Coast, since the public readily switches to barracuda, sea bass, and other favored species whenever their favorite broadbill steaks become too dear.

For anyone who has not tasted a swordfish steak something really satisfying remains yet untried, and life should not be departed without knowing the ecstasy of dissolving a sizeable morsel of this never-to-be-equalled marine delicacy between the tongue and soft palate. Listen to an appreciator who prefers the mealy broadbill to any other fish that comes from salt water:

Place your steak, cut $2\frac{1}{2}$ to $3\frac{1}{2}$ inches thick, upon a grill. Squeeze lemon juice over it, add salt and pepper seasoning and rub a cut onion over it. Put it under a broiling flame and cook with plenty of heat until brown as a loaf of home-made bread. If the meat threatens to sear, baste it with its own gravy and lemon juice. When thoroughly browned, turn over on another grill or grate and repeat the process on the other side.

Figure 1 pound to $1\frac{1}{2}$ pounds of meat to the guest—it is unbelievable what a meal a man will make on this delicious, mild-flavored, tender-as-squab delicacy.

WCF now presents the seventh of a series of sketches treating of the principal market fishes of California. These accounts are prepared with a view to facilitating the movement of fish. Through them dealers who are not familiar with West Coast species will be acquainted with interesting facts relative to the fish that are in season at the time the sketches are published.

CONTINUING *Travels in Tins to Foreign Lands, WCF presents herewith another informative article on export markets, through the co-operation of the United States Department of Commerce.*

GREECE BUYS MORE SARDINES

By Frederick B. Lyons

Part II—Conclusion

THE MAXIMUM tariff and import charges under the existing law amounts to approximately \$10.24 for each one hundred kilograms of canned sardines. The minimum for canned sardine imports into Greece, to which American products are subject, equals about \$6.82 for each one hundred kilograms. No deductions are made for the cans.

Pickled Mackerel Duty High

Mackerel and other fish in brine are subject to a maximum tariff and imports charges equaling about \$8.53 per hundred kilograms, the minimum charges amounting to approximately \$5.25 for each hundred kilograms.

Mackerel imports are not shown separately by the Greek Bureau of Statistics. The following table shows the combined imports into Greece of mackerel and "palamida" during 1927, 1928, and 1929. Palamida is a kind of tunny fish.

Country of Origin	1927 (Kilos)	1928 (Kilos)	1929 (Kilos)
Turkey	801,452	310,610	647,278
Bulgaria	7,957	1,577	203
Portugal	2,689	2,629	...
Norway	1,318	...	...
France	160	...	...
Canada .....	...	11,202	...
Great Britain .....	...	1,577	2,385
Italy .....	...	745	10
All others	6,430	1,009	33,051
Total	820,006	329,349	682,927
Total value	\$205,759.83	\$99,355.10	\$161,535.40

Turkish Mackerel Imports

Mackerel imports from Turkey dominate the Greek market, and it is considered that it will be practically impossible for American exporters to compete with their prices for such fish imported here. Mackerel from Turkey is shipped in wooden kegs containing 400 to 500 fish each, and the price is quoted by the number of fish, usually in lots of one thousand.

The Winter Demand

The season here for mackerel is during October, November and December, mackerel being sold to the local dealers by the traders from Turkey free from warehouse charges, but their prices include all costs for shipping, landing and import charges. The prices quoted, of course, fluctuate in accordance with the stock on hand in the possession of the Greek dealers. During October, 1929, at the beginning of the season, mackerel was quoted at Drachmas 1,100.00 for lots of one thousand fish, equaling approximately \$14.30. In December, 1929, the price dropped to Drachmas 700.00 per thousand, the equivalent of about \$9.10. The retail prices quoted to the consumer average between fifteen to twenty per cent higher.

The other fish grouped with mackerel by the Greek

Bureau of Statistics as "palamida" are known on the local market as "lakerda," "palamida," and "riki." These fish also are imported from Turkey during the last quarter of each year and are sold to the local merchants in the same manner as the mackerel. They are shipped in wooden kegs and the prices are quoted by the net weight, averaging from thirty to thirty-five oka each keg, which equals about eighty-five to one hundred pounds each. The larger and better fish known as "lakerda" wholesales at 70 to 85 Greek Drachmas each oka. The medium size, known as "palamida," wholesales at 40 to 50 Drachmas each oka, while the smaller sizes, known as "riki," sell at 30 to 40 Drachmas per oka. The retail prices average from fifteen to twenty per cent higher. Drachmas 1.00 equals \$0.013 American currency.

Competing Sardines

Three well known brands of sardines on the Greek market at this time, other than those from the United States, are imported from Portugal, Norway and France. They are retailed in cans of gross weight one-quarter, one-fifth and one-eighth of a kilogram. The following table shows the wholesale and retail prices for such canned sardines sold on the Greek market.

Origin and Quality	Wholesale Price			
	100 Cans		Retail Price	
	Gross Weight Per Can Grams	c.i.f. Piraeus English Pounds	Per Can Greek Drachmas	U. S. Dollars
Portugal:				
Extra fine...	250	2-6-5	15.00	\$0.195
Extra fine ..	200	1-15-3	11.50	.15
Good	250	1-7-0	9.00	.12
Good	200	1-2-0	7.00	.09
Norway:				
Good, sprats.	250	1-4-0	6.00	.08
Good, sprats.	200	1-0-0	5.00	.065
France:				
Extra fine...	250*	593.00	26.00	.34
Extra fine...	125	362.00	15.00	.195
Good	250	563.00	25.00	.325
Good	125	342.00	14.00	.18

*Fr. Frs.

Only the sardines imported from France are boneless.

The small canned fish imported from Norway, although sold as sardines, are known as "sprats" on the Norwegian market. This is a herring-like fish prepared in arichide oil.

Index to Buying Power

In accordance with the most recent census taken in 1928, the population of Greece is recorded as 6,204,684, with an area of 49,022 square miles. The poorer classes are estimated at about seventy per cent of the population. However, about eighty per cent of the heads of households own their own homes.

Japanese-Owned "Asama"

Has Commissioning Party

New 105-Foot Tuna Cruiser Carries Crowd of Merrymakers on Excursion to Catalina Before Departing to Fish for the Van Camp Interests

AT TWO BELLS on Sunday morning, July 20, Captain Y. Hori shouted orders for casting off, and the new tuna cruiser called the "Asama" headed out for sea and the clearly-seen shores of Santa Catalina Island. It was the trial trip for the vessel, an event that its owners took occasion to celebrate and commemorate in fitting fashion. Previous plans had anticipated the making of the cruise on the Sunday before, but at the last minute someone chanced to glance at a calendar, the resulting discovery provoking the Japanese equivalent for "Holy smoke!" When it became common knowledge among the partners that the day fell upon the thirteenth of the month, a postponement was made until the following Sunday. Meanwhile additional dock-tests were made, and the machinery was well broken in and co-ordinated while the vessel lay alongside the wharf.

Atlas Imperial Job

The "Asama" was constructed by the San Pedro Boat Building Company at Fish Harbor, San Pedro, the launching taking place on the 15th of April. It is a 105-footer and of the raised-deck type.

Its main power plant is a 6-cylinder, 350 h.p. Atlas Imperial diesel which is expected to impart a speed of 11 knots to the vessel. For main auxiliary a 3-cylinder, 45 h.p. Atlas Imperial has been installed, this machine being shaftcoupled to a 25 Kw. Westinghouse generator. The subsidiary unit, employed to charge the compressed air chambers in emergency, or to operate bait pumps when all of the major diesels are idle, is a 12 h.p. Novo gasoline motor.

"General" Fuel

Black-iron tanks holding a total of 15,000 gallons of fuel have been placed in the hull. These were charged with General Petroleum, supplied by the Gilbert C. Van Camp Organizations, which also furnished the "General" lubricating oil taken aboard.

Engine Experts Present

The party of official technicians and engineers was headed by O. W. Beckman, Terminal Island and San Pedro distributor of Atlas Imperial diesel engines. Beckman had with him a whole corps of assistants and specialty men to scrutinize the installation of their equipment in every one of its multitudinous details. Louis Heil was in charge of the engine room while E. P. Walling, Tom Slo, and E. J. Trew—who, respectively, had directed the installation of the Atlas Imperial equipment and had lined it up—also were active in assisting Beckman throughout the entire trip.

Lipman Again

Following modern practice, the new tunaman has an insulated fish hold and is provided with mechanical refrigeration as auxiliary to the supply of crushed ice to be carried aboard. The owners selected a 5-ton Lipman as the compressor best suited to their needs. L. P. Hodges and Wade Wilson, both of the Lipman

Ice Machine organization, were on board during the trial run. They set their equipment in motion and soon had heavy coatings of ice and white frost clinging to the ammonia pipes that line the overhead, bulkheads and sides of the fish hold. Curious passengers, wishing to be convinced, found a very un-California climate prevailing throughout the length of the spacious cavity below decks and scampered quickly back into the sunshine before beginning to sneeze.

Other Equipment

Two filters, made by the Diesel Filter Company, have been placed in the ship, a No. 10 to clean the lubricating oil and a No. 50 to purify the fuel itself.

Joe Brannon, representative of the C. J. Hendry branch on Terminal Island, installed a Shipmate range in the galley.

An A. N. Thomas anchor windlass graced the fore-castlehead of the craft, and was the object of much interest on the part of visitors aboard.

"C-O Two" Protection

Fire extinguishing apparatus has been installed aboard the "Asama," the cylinders containing the harmless gas being secured in a convenient, out-of-the-way place in the waist, above the engines. Both manual and automatic releases are provided, so that the vessel is safe from fire even when not under watch by the crew.

Just prior to the departure of the vessel on its trial run Captain Y. Hori received from J. O. Scott of the Gilbert C. Van Camp Organizations the various insurance policies protecting the owners of the vessel from loss in the event that it experiences shipwreck or other calamity. It is felt that the hazards have been reduced greatly by the presence of "C-O Two" aboard.

Navigators Shoot Sun

All hands stood around as interested observers when, during the run to the Island, P. H. Redpath, instructor in the Weems System of navigation, gave a practical demonstration of taking a solar observation for position at sea. H. Higashi of the "Asama" and K. Yamashita of the "Columbia" (a yet unlaunched vessel now nearing completion in the Wilmington yards of Parke & Kibele) composed Redpath's "class," both being navigators themselves.

Builders Pleased

The fine speed that the large craft attained greatly gratified its builders—the San Pedro Boat Building Company. The firm was represented on the test run by Mr. and Mrs. Stanley Adamson, Mr. and Mrs. Henry Alberson, and by the latter couple's son, Clarence Alberson. Clarence Alberson is the foreman of the yard and is to be credited with designing the new ship.

Van Camp Represented

Hubert Houssels, congenial envoy of the Van Camp Sea Food Company, Inc., was present to observe the

(Continued on Page 29)

Monterey Sardine Packing Begun by K. Hovden Cannery

The Packer of Fancy Fish Specialties, Which Are Consumed at Home by the Quality-Loving American Market, Is Unaffected by Those Conditions Which Depress Foreign Trade

THE EXPECTANCY and suppressed excitement which is characteristic of a fishing port during mid-season, again pervaded "Old Monterey" when, on July 31, the closed season on pilchard seining came to an end. After the long spring-and-summer period of enforced idleness it was cheering news to hear the word that was passed along the waterfront that afternoon—

"Hovden will receive fish in the morning!"

First One Ready

Only one canner—the K. Hovden Company—was ready to commence packing on the opening day of the season. This concern had recently expended \$100,000 in expanding and modernizing its conserving facilities, and only within the last week had finally gotten its entire institution synchronized and ready for the heavy, long-sustained run.

Fleecy gatherings around the whistle-throat on the afternoon of Thursday, the 31st, told the understanding cannery help that the Hovden engineers had steam up in the big new boilers, and that joyous blasts in the calliope-code that they know so well how to read, would call them to their accustomed work in the morning.

Lamparas Make the Catch

Shortly after midnight, July 31, four lampara boats set their seines on pilchard schools in Monterey Bay, wherewith the 1930-1931 Monterey sardine season was inaugurated. By daylight the nets had been brailled, the catch conveyed to shore, and at 5 o'clock on the morning of August 1 the deep-laden lighters were anchored off the K. Hovden plant.

Four hundred men and women stood along the beaches and cliffs to see the fish come in. Many of the on-lookers were seeking employment, and more than half of their number was successful, for the Hovden foremen put 200 of them to work in the cutting and packing rooms of their immense institution. This represented a short crew, the minimum necessary to get the whole plant to functioning and "broken in." As the season progresses and fish receipts increase, additional help will be employed. Within 15 days the cannery is expected to be operating at fullest capacity.

Small Initial Catch

Only 75 tons of fish was landed by the four small lampara boats that made the first catch of the season. The cannery was not anxious for a larger quantity, since only a sufficient tonnage to break in the new machinery and get the help accustomed to the old routine was desired. Within a few days, when the orientation and organization of the personnel has been effected, the quantity of stock handled will be redoubled by perhaps a thousand percent. So as to insure large-scale catches and a dependable, continuous supply, San Pedro purse-seiners will be engaged—as

was the Hovden practice last year—and the fishing prosecuted in waters as distant as Point Reyes, if necessary.

Large Domestic Orders

Unfilled orders for 20 car-loads of "Portola" brand sardines and other specialized products which have won wide fame for the Hovden interests, have enabled this cannery to be first to open its establishment.

"Quality is the thing," declared one of the staff. "We cater to the domestic market, which is to say to the American people. They are critical judges of food products, and will accept nothing but the best."

With their warehouses standing totally empty for months, the K. Hovden firm has experienced a fish-famine and has been unable to fill insistent orders coming in for "Portola" and other stocks. It is difficult to make the inland jobber understand that there can be no production during closed season, and that when the stored stock is sold out there can be no more until a resumption of fishing. Every distributor should anticipate the condition by providing for his own requirements early.

So great is the urgency to get 25,000 cases packed for the satisfaction of standing orders, that no sardines at all will be run into the reduction plant of the Hovden manufactory.

Big Catch in Prospect

The 75 tons of pilchards taken from Monterey Bay on the first night of the fishing were of uniform medium size, fat and in fine condition for canning. The water is full of schools, say the boatmen. Returning trollers, who have been after salmon in the north, declare that the sea is jammed with sardines all of the way south from Point Arena, on the Mendocino coast.

It looks like another big year, they say.

THE NEW "AMELIA"

CAPTAIN Battista Falcone, veteran market fisherman of San Pedro and who, has been an outstanding figure in the business since the early days of lateen sail on the Southwest Coast, is about to commission a new vessel.

For something like 28 years Battista has been operating the 40-foot "Amelia". This little boat was regarded as colossal in its day and the Captain was so proud of it that he named it after his wife.

Constant good fortune has followed the "Amelia"; it has paid handsome profits for half a lifetime. Now that the new and larger craft is to put to work, Battista no doubt suspects that the goodluck spell will not be broken if the old name be retained. This puts three "Amelias" in the Falcone family.

Al Larson—who built the older boat for Battista nearly 30 years ago—constructed the new hull. It measures 61 feet 10 inches overall and is powered with a 3-cylinder, 75-h.p. Atlas-Imperial diesel.

MONTEREY CAPTAIN BUILDS PURSER IN SAN FRANCISCO YARDS

WALTER ANDERSON and Alfred Cristofani, who constitute the boat building firm of Anderson & Cristofani, have just completed a handsome fishing hull in their yards at Hunter's Point, San Francisco Bay. The craft has been constructed to plans produced by themselves on general specifications furnished by T. Manaka, Japanese vessel captain of Monterey. It is essentially a purse-seiner, and was built in compliance with the general urge now being felt on Monterey Bay to replace the old lampara boats with larger outfits that can carry 10 or 15 times more fish and can travel a hundred miles or more up or down the coast in search of fares.

Has No Table

"Captain Manaka has not asked us to put a turn-table aboard yet," says Walter Anderson. "He has a good half-ring net on hand that he expects to make last through this fishing season. But next summer he no doubt will fit out with a regular purse-seine, and in that event will want a turn-table put aboard."

Specifications

According to the makers, the Manaka boat can be described as of 68'x18'x8' draft. It is to carry 60 tons of fish in its hold and an additional 20 tons on deck. There will be a roomy forecabin forward, with accommodations for 10 men; the pilot house and galley will be in a structure on deck, as is the usual practice with this type of craft.

Western-Enterprise Lay-Out

The engine room is a triumph for the Western-Enterprise Company. They have equipped it throughout with their machinery. A 4-cylinder, 120-h.p. diesel of their make provides the power for the seiner, the auxiliary bears their stamp, and the propeller, the stern-bearing, the stack, the muffler, the anchor house flanges and all of the castings are of Western-Enterprise manufacture.

"The cost of the hull is \$10,000," says Alfred Cristofani. "The finished job will run somewhere in the vicinity of \$19,000. Manaka has something good in this one."

Fuel to the amount of 1600 gallons will be carried, and there will be 200 gallons of water aboard.

General Equipment

The builders state that they have covered the bottom of the hull with Woolsey's copper paint and laid the deck seams with Jeffrey's Marine Glue.

Ets-Hokin & Galvin furnished the generator, the lights, the electric storage cells and did all of the power and light wiring.

Johnson Joseph furnished the six brass port-lights, manufactured by Wilcox-Crittenden, and the pulley blocks for the falls on the cargo boom came from the identical sources.

"Johnson Joseph will sell us the steering wheel, too, no doubt," remarked Walter Anderson, "but who the

maker might be I can't tell you. You might mention, however, that all of the fastenings were made with Wilcox-Crittenden boat nails of the 'Never Rust' brand."

A "Shipmate" stove is the feature of the galley.

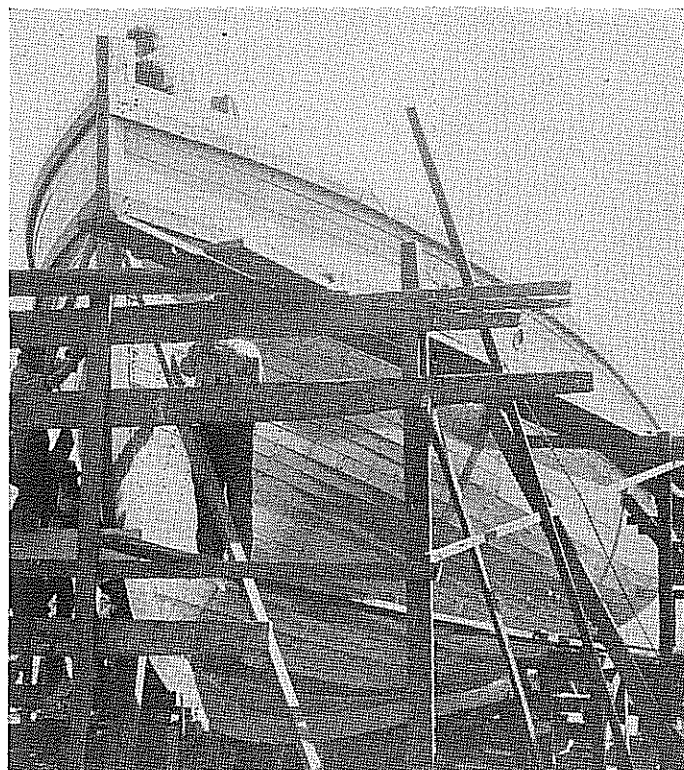
The chain-plates, rudder, and stem-band were procured from Phillips and the pipe and fittings for the railings are Stulsaft.

"Captain Manaka will supply his own rope for the falls and for mooring lines—he will make his purchases from the C. J. Hendry Company," declared the master carpenters.

The toilet is a Sands hopper-type, connected to the circulatory system of the main engine so that it is flushed continuously.

Hazard steel wire cable of three-quarter-inch diameter was employed for backstays and forestay; flexible half-inch tiller line of the same make was used. A Smith Machine Works all-metal winch has been installed, and now the vessel is declared nearly ready for service.

FURTHER tendency for Monterey to "go purse-seine" is seen when T. Manaka, Japanese netter, has Anderson and Cristofani build him a 68-foot vessel that can cruise long distances and freight to shore 80 tons of fish.



The "Ohio III," new Monterey purse-seiner, nearing completion in the yards of Anderson & Cristofani, San Francisco shipwrights

SAN DIEGO SWORDFISH BOAT

(Continued from Page 11)

boat ever built by the General Marine Works—they call her a 'sample boat' and built her for us just to show the other fishermen what they can do. You know that their regular business is making yachts; well, the joining and fitting in the 'Sao Pedro' is of that same yacht quality. We believe that there is not another boat in the bay so well constructed and finished."

East Coast Features

Three obvious differences distinguish the "Sao Pedro" from the converted craft being used in the fishery:

1. Its shape of hull shows great agility and manability as well as extreme buoyancy, steadiness and large cargo space.

2. It has a solid square sprit instead of the conventional flat plank. The timber is so much more rigid and firm under foot that other boats are now changing over to this superior innovation.

3. It has an individually-rigged topmast with topmast shrouds and ratlines just like a State-of-Maine coasting schooner. It is the first vessel on the West Coast to have this New Bedford topmast and square sprit.

A spacious and unobstructed after deck affords ample room for carrying the two harpoon skiffs (one of which is of the original pair carried aboard the old "Western S."), and for handling a number of fish during dressing and washing operations.

Atlas-Imperial Throughout

The structural specifications of the new harpooner are as follows:

55.5 ft. x 13.5 ft. x 5.5 ft. draft; 5 ft. head-room in the hold.

Atlas Imperial Diesel, 70 h.p., 4 cylinders of 7½ in. x 10½ in., 400 r.p.m.

Atlas-Imperial air compressor, pumps, propeller, and stern bearing.

10-K. cruising speed.

Pilot house control; has lever governing main engine clutch instead of a wheel, the lever being quicker acting.

The steering gear is composed of a pair of steel rods running aft through pipes to sprockets on each quarter, over which chains run to the quadrant. There is absolutely no play, back-lash or stretch in this gear, thus every impulse given the wheel is imparted instantly and in full effect to the rudder—quicker maneuvering again.

A total height of 34 feet is attained by the topmast truck. A fore-stay runs down from it to the tip of the sprit, adding to its rigidity. Bob-stays and a jack-stay on each side and beneath the sprit further free it from flexing and whipping. Three separate look-out platforms, one on the mainmast and two on the topmast, allow the entire crew to stay aloft comfortably.

Six commodious bunks have been built into the house, just aft of the wheel room. The galley is aft of the sleeping quarters; a "Protane" gas stove has been installed, the men giving as their reason for this selection that it radiates less heat than any other stove of which they know, thus adding to the comfort of their sleeping quarters.

A 32-V. electric system, with a bank of storage cells charged by a generator driven off the flywheel, distributes light throughout the whole vessel.

True to his early pronouncements, the Captain had an automatic fire extinguishing system installed in the engine room of the new vessel.

Fully equipped and ready to fish the "Sao Pedro" represents an investment of \$16,000.

The Trial Celebration

It was a great day for the two partners, Joaquim Pedro and D. Nunes, when the "Sao Pedro" was finally completed, rigged, provisioned and outfitted ready to fish. They made of the occasion a holiday, and invited all of their friends to participate with them in the celebration of their accomplishment. As many people as the vessel could accommodate were taken aboard, and a picnic excursion made.

The Nunes boys tell how excitedly happy their father was on that day. The old Captain showed everyone the boat, taking them down into the engine room and demonstrating with pride the variable speeds and instant reversability of the new Atlas-Imperial diesel. Before the day was done he was manifestly much fatigued, but exerted himself ceaselessly in entertaining his guests.

That night a banquet was spread for the party, and afterwards music arrived and there was dancing. In the midst of the merriment the old Captain suddenly collapsed, and three days later died.

"He never was well after that experience in the dory," explains Manuel. "He coughed constantly, and suffered from a disorder in his throat that caused him much pain. We found out afterwards that he had two small tumors on his heart, and that he had been taking injections to keep them down. He suffered agonies all of last year but would not admit to anyone that he was sick. He was out on the plank every day that we were cruising and never missed a fish. He was only 52 years old when he died."

The New Captain

The "Sao Pedro" now is in service. Manned by Captain Domingo Nunes, Jr., Manuel Nunes, Joaquim Pedro and Frank Mitchell the vessel operates constantly, either hook-and-line fishing for winter rock cod or harpooning summer broadbills. In this latter work old Joaquim, half owner, takes the pulpit and wields the same 18-foot shaft that formerly was grasped by the hands of his boyhood friend and comrad in adventure.

Now other vessels are following the lead of the "Sao Pedro." Flat planks are going out. Ship-rigger McCree of the General Marine Works, who rigged the sprit and topmast of the "Sao Pedro," has recently re-rigged a number of other craft that operate in the harpoon fishery. The first of these was the "White Star," famous as another killer in the port. Its harpoon-man, Frank Brown, like Captain Nunes is a Portuguese of the old whale-ship school. It is significant that he was first to appreciate the improvement evidenced in the rigid sprit of the "Sao Pedro" and made haste to adopt the style for the craft on which he was the iron handler.

Undoubtedly when other market craft are built, suitability for swordfishing will be a factor given much weight, and probably the "Sao Pedro" will be a model largely followed.

George Mateljan, partner in the Standard Fisheries Company, spent the last two weeks of July resting up for the anticipated busy fall season.

Oyster Farms Planned For Elkhorn Slough

*Ancient Aboriginal Beds of Wild
Native Oysters to be Subjected to
Modern Cultural Processes and
Sown to Imported "Seed"*

RAPID DEPLETION of natural beds lent great impetus to artificial oyster propagation, otherwise called "Oyster Farming." Within the last decade acute scarcity of the public's favorite bivalves has been attended with a quick rise in price, until at present they are so costly as to be classed almost as luxuries. The attention of oystermen and scientists, as a consequence, has been fixed upon possible ways of increasing the natural production of oysters, and long strides have been made in the direction of hatching and rearing the mollusks just as ducks, chickens and other poultry are raised in modern commercial incubators.

East Coast "Farms"

Especially in Connecticut, Rhode Island, Maryland and New York, "oyster farming" has long been a big business. However, the operators there did little to nurture the spawn of their breeding stock other than to provide suitable clutch on which the spat could set. The "farmers" really knew almost nothing about the breeding of their crop, and actually did little other than to harvest the natural increase.

Puget Sound Beds

Puget Sound oystermen have taken the lead in West Coast bivalve culture, not only having perfected better mechanical devices for their purposes than are in use anywhere else, but also adapting to their use the Japanese oyster. Several large enterprises are afoot in the north, and some of them are reported to have yielded phenomenally.

One that has attracted a large amount of attention is the Bay Point Oyster Farms, an undertaking on Shoalwater Bay (Willapa Harbor) where large areas of natural beds, that had been devastated by unregulated exploitation, have been acquired by a corporation and rehabilitated to a high degree of productivity and profit. This was the development in which Trevor Kincaid, Professor of Zoology and related sciences, University of Washington, was interested, and to which he lent his special training as a scientist and investigator.

California Oystering

Suitable shoal water areas, suitable for oyster growing, are rare along the southern reaches of the West Coast. San Francisco Bay has been used more or less as a fattening ground for fifty years or so, but the plants have not reproduced there satisfactorily. Tomales and Bolinas are two other bays that have been tried, but for one reason or another neither has come to be the seat of a really considerable shellfish industry.

It should be stated that a combination of desirable conditions is essential to the profitable growing of oysters: There must be shoal water, a clean bottom, no pollution, correct temperatures during breeding time, a brackish salinity less than sea water, abundant diatom life, absence of alluvial silt and protection from aqueous disturbances resulting from storms. Should

any one of these be wanting, the ideal environment necessary to perfect spawning and maturing is not present.

Elk Horn Slough

At the east end of Monterey Bay is a long, sinuous arm of water that runs far inland. Its channels thread in and out among the hills, following the deep valley that was in geological times one of the great canyons of the world. Were it not for the conspicuous presence of the old, rounded hills, one might fancy himself viewing one of the sea-water channels that thread through the millions of acres of reed-covered savannahs of Georgia State, for Elk Horn Slough is a truly extensive thing—very like one of those half-salt rivers of Virginia.

Oysters are native to Elk Horn Slough. Since white men first came to the Golden West oysters have been fished in the big slough to a greater or less degree. Probably it would have been a famous natural oystery had all conditions been perfect, but obviously they were not. One of the necessities that is said to have been lacking was a clean, unmuddy bottom. That is something that man has the cleverness to supply—he can do it either by covering the bottom with a layer of old shells, or carry in gravel, crushed rock, or other clean material.

Corporation Forming

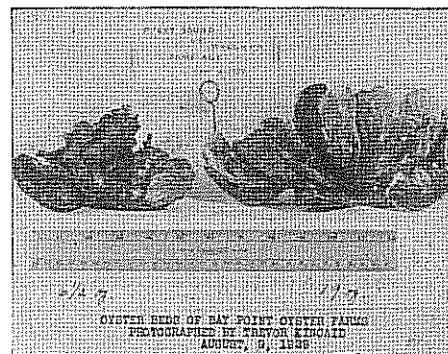
Elk Horn Slough has long been known as a likely oystering site. The United States Bureau of Fisheries, which some years ago surveyed the coast with detailed care, reported upon it as one of the few probable situations. However, until recently there has been little real interest in the subject of actually putting it into cultivation.

Now, however, a company is forming to develop and exploit the old beds. E. C. Vierra, president of the concern, is also president of the Monterey Salt Works, whose solar dehydrating works stands on the very bank of the Slough. Vierra knows more about the salinity of the in-flow and out-flow waters of Elk Horn than any other living man, that subject being of primary concern to him in the manufacture of salt by the evaporation method.

Tano G. Guaragnella, secretary and treasurer of the oystering firm, has been a chief figure in the fisheries of the San Francisco region for half a life time, having been the owner of retail businesses of his own, connected with the fresh fish enterprises of Frank E. Booth, and later a fish and oyster broker.

Martin Klinge, manager, was formerly in charge of the Los Angeles branch of the Frank E. Booth chain, was president of the Newport Ice & Fish Company, and has been connected with the fish and oyster business for 16 years.

(Continued on Page 29)





EDITORIAL

Catalina Man Traps

THAT NEAR-DISASTER of July 27, when the "Belle Isle," sturdiest and strongest of all tuna ships, beached her curved forefoot on a "well-known" but unmarked reef, again brings to public attention the inadequacy of the buoying of dangerous obstructions on our coast. Not one man aboard the ship had a word of censure for the captain whose vessel chanced to be the unfortunate one, for the navigating prowess of the man is too commonly known and appreciated to be subjected to question. He has made three round trips to Alaska and to the Bering Sea in a little 50-foot boat and has navigated all the waters of the southwestern coast for more than 10 years without ever having touched bottom or submitted an insurance claim—these facts are cited for the benefit of those who are stranger to the man and might not be convinced otherwise.

Having declared the inculpability of the vessel master, the fact of the accident still remains. How is the accident to be explained?

In the same way that thousands of other human errors are understood by those who have a comprehension of psychological principles. It is characteristic of the human animal temporarily to forget the facts that he knows most intimately. Every day motorists dash through curves and past street-endings that they know very well are there—but have forgotten temporarily. It is to reduce the number of these fateful happenings that every railroad crossing is blazoned with wierd crosses and that dangerous curves receive advertisement at night by blazing mirrored reflectors. Despite these warnings hundreds of automobile wrecks occur daily. Is it any wonder, then, that an accident should take place on the water, especially when no mark or warning is at hand to remind the one whose caution has momentarily lapsed?

This Isthmus reef is not new to calamity. It and the rock off Johnson's Landing are old offenders. The writer saw a San Diego yacht ground on the latter on the night of July 3, 1929, with a resulting damage as great or greater than that suffered by the doughty "Belle Isle." Then, the next day, a small Coast Guard craft came so near splitting itself on the same submerged stone that the fishermen in our party leaped to their feet screaming: "Keep off! Keep off My God! They just missed it!"

These two menaces lie directly in the path of much traffic. Landsmen in numbers run up and down the Catalina shore, happy in their innocence of charts and confident that all that is blue is also deep. Inevitably there will some day be a disaster here, unless the Government erects warnings.

Catalina's shore is a sort of national park, frequented by hundreds every week end. If not for the sake of commercial boatmen, then at least for the protection of the navigating innocents who will some day fall a victim of these natural traps, the U. S. Lighthouse

Service or the Coast and Geodetic Survey should place some sort of warnings on them, that the lurking peril may become conspicuously evident, the annual damage to vessels reduced, and the threat of an eventual disaster removed.

Opportunity Gone Begging

SAN DIEGO tuna-men are returning to port complaining that their supplies of bait have been perishing in the tanks and wells of their ships, causing the vessels no end of vexation and inconvenience in having to seek replenishment. Not infrequently the craft are forced to return to port with broken trips.

What is the matter with the bait? Are those boatmen correct who suppose that it is diseased, or is the difficulty rightly diagnosed by the observers who urge the opposing opinion that the fault lies solely with the excessive temperature of the water?

San Quintin Bay, Baja California, long the resort of craft requiring bait, now is said to be regarded as of questionable benefit owing to the fact that the bait supplies found there seem enfeebled and wanting in the stamina necessary to endure confinement in ship tanks. Some of the cruisers are passing it by and steering a direct course to Magdalena Bay, where sturdier stock is at present available. What will be done if and when the Magdalena fry also develop this malady, or for any reason whatever fail to survive sufficiently long for use while held captive in ship-board containers?

Without insinuating any such happening as the above, and without wishing to contribute to any false notion that such an eventuality is at all likely, WCF wishes, never-the-less, to indicate its concern in the whole general matter of bait resources, in the condition of bait, and in the evolution of understanding in bait-keeping. In the July issue of this journal the matter for the first time was presented for attention to the respective Federal and State agencies whose function it should be to investigate these matters and resolve the questions that now surround them to the utter confusion and bewilderment of the fishermen who have thus far pioneered the field.

Bait is the life-blood of the tuna fishery. The uncertainty that now surrounds its preservation and transportation is the sole consequential barrier inhibiting the development of those mid-Pacific tuna resources now definitely known to exist in the vicinity of Hawaii.

How can it be that, in an age when entire expeditions requiring millions to finance are sent to the South Pole in search of scientific data of remote practical value, or to the tall Himalayas on a quest for some "Goopooofus" bug—or what have you?—the imagination of the scientifically-inclined has not been fired with the entirely real, practical, humanly valuable and altogether vital mystery surrounding the prevalence, hardihood and endurance of Mexican Coast live bait?

"BELLE ISLE" ON A REEF*(Continued from Page 13)*

Isle" came plowing down the San Pedro ship channel from the Parke & Kibele yards, and picked up its crowd of cheery freight at the wharf of the Gilbert C. Van Camp Organizations. Martin Bogandovich, president of the French Sardine Company, was present with his wife, daughters, and members of the executive staff of his firm; Mr. and Mrs. Frank McGinley were aboard; Rule & Sons, marine insurers, were represented by E. P. Reicker, vice-president, W. W. Royce, manager and R. C. Sansom, of the marine department; Ets-Hokin & Galvin, electrical experts who wired the ship, sent J. S. Bauchop, installation engineer, and R. Augustine, assistant electrician; the Marine Engineering Company of Wilmington had a four-man delegation aboard in the persons of W. P. Field, chief refrigeration engineer, and F. W. Esser, C. L. Pruett and J. J. Pruett; Parke & Kibele was represented by its chief designer, Nelson, by Frank Siebert, and by Geo. Hansen, ways foreman; Joe Brannen was present as the envoy of the C. J. Hendry Company. Over 100 passengers boarded the vessel, a large proportion of the number being women and children.

Off to Catalina

Capt. Gabelich laid a course directly from the San Pedro breakwater light to Avalon, but on arriving off that port did not enter. Instead, he swung past the hundreds of moored pleasure craft and after describing a wide arc proceeded seaward and in a westerly direction along the island shore. Shortly after noon a buffet dinner was served, Mrs. Gabelich assisted by

Mrs. Herman and all six of the courteous and obliging Japanese members of the crew issuing sandwiches, fruits, ice cream and cakes of all kinds through the windows of the galley.

Lunch was nearly over and someone had unlimbered a guitar and had gotten half the crowd to singing popular choruses, and many of the younger folk were commencing to think about getting into swim-suits when three successive thuds and lurchings told those aboard who were seamen that the "Belle Isle" had become fast.

Submerged Reef

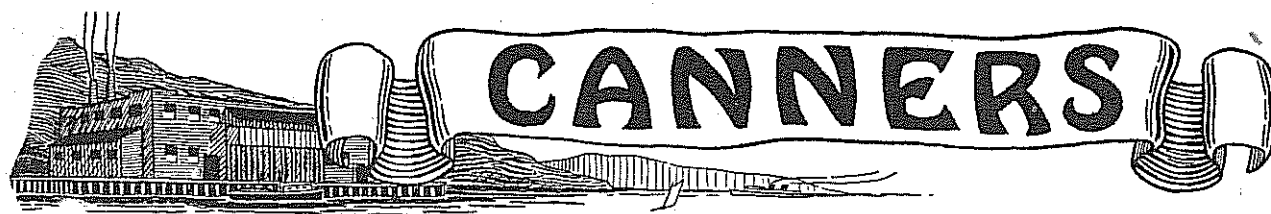
Captain Gabelich was on the bridge at the time, but had entrusted the wheel to someone else momentarily. He relates that he remembered the rock, looked ahead and saw the discoloration of the water above where the obstacle lay, but had too little time to put the helm down and clear it.

"My first thought was of the 'Titanic'," he says. "I saw that I was too close to the reef to clear it, and realized that if I did not hit it squarely I might rip the whole side out of her and drown everybody. So I held her true, and ran up on the ledge."

Which was very fast thinking, and all exactly correct.

For the first few moments following the impact fear was manifest in the crowd, especially in the case of those land-acustomed women who had small children with them. Even some of the men coolly expressed the opinion that the hull would speedily break up. This writer was on the top of the wheel house at the time and heard Geo. Hansen, ways foreman for Parke &

*(Continued on Page 24)***F. A. DAVIS CO.****CANNED FOODS BROKERS*****Specializing in Canned Fish*****112 Market Street****San Francisco, Calif.****TELEPHONE DAVENPORT 5626****If Your Customer Demands Quality—There is Only One Solution****CAL-REY Brand****California Sardines****Also Packers of
Custom and Feature brands****Custom House
Packing Corporation
MONTEREY, CALIFORNIA*****"The Sardine Port of the West Coast"***



ED HOYT RESIGNS

ED. A. HOYT, for 4 years the sales manager of the French Sardine Company of Terminal Island, has resigned his position as of July 15. According to officers of the company the sales program of the firm will for the present be under the personal direction of M. J. Bogdanovich, president, and of Ingvard Martin, secretary.

SOUTH AMERICANS COMING

AN EXTENSIVE new market for Monterey sardines and by-products is in prospect. South America may offer to local packers an opportunity unrivaled in sardine history.

One hundred representatives of South American countries, who will come to Monterey in connection with the Pan American Reciprocal Trade's Conference at Sacramento, will visit canning plants there, confer with the packers, and construct the basis for a business relationship that may develop into large proportions and become a considerable factor in the Monterey marine-food canning industry.

The trade representatives are due to arrive at Monterey on August 17, according to Charles M. Brown, secretary of the Monterey Chamber of Commerce. Delegations of fish products manufacturers and representatives of the Chamber of Commerce will be on hand to lead the party through the packing plants and meal manufactories.

Since Monterey is very Spanish, both in tradition, architecture, nomenclature and language, the Ibero-Americans should feel very within their accustomed environment there, and be pleased with the fact that they will be able to converse with many of the citizenry in their own native tongue.

"S. O." IMPROVES STATION

THE STANDARD Oil Company is improving its facilities at Monterey to the end of affording better service to the growing fleet of fishing vessels that operates in the port. A. W. Kitchen, of San Francisco, has been awarded a contract to build a 50-foot extension to the east wing of the old Municipal Wharf. All of the piling already has been driven, and it is expected that the timbering and planking will be completed by August 15.

The new section of wharf will enable large purse-seiners—of which Monterey is now acquiring a number—to come along side for re-fueling more safely and easily than here-to-fore. The new berths afford a clearance of fully 50 feet, as against only 20 feet under former conditions. Storage tanks for "lube" oil and diesel fuel will be erected upon the extension. The station will be operated by Archie Sanchez.

CHANGES IN COMMITTEES

OF CANNERS' ASSOCIATION

THE RECENT resignation of Ed A. Hoyt both from the executive personnel of the French Sardine Company and from the Executive Committee of the California Fish Canners' Association has been followed by the appointment of Thos. A. Morrissey to the latter position. Morrissey had only shortly before tendered his resignation as Secretary-Manager of the Association to its president, Bismarck Houssels.

The Executive Committee, as now constituted, consists of:

- H. A. Irving, of the Sea Pride Packing Corp., Ltd.
- E. B. Gross, of the E. B. Gross Canning Co.
- B. Houssels, of the Van Camp Sea Food Co., Inc.
- E. S. Wangenheim, of the Carmel Canning Co.
- T. A. Morrissey, of the Southern California Fish Corp.

The reconstituted Public Relations Committee is composed of:

- H. G. Maxson, of the F. E. Booth Co.
- H. A. Irving, of the Sea Pride Packing Corp., Ltd.
- B. Houssels, of the Van Camp Sea Food Co., Inc.

STATE CONSIDERS INCREASING

FISH CANNERY INSPECTION

MILTON P. DUFFY, Chief of Cannery Inspection for the State Board of Health, met with the Directors of that Board for the purposes of discussing cannery inspection for the coming year.

The Board adopted a resolution requesting Duffy to submit a budget providing for one inspector in each canning plant. The contemplation is to make a continuous inspection of tuna, mackerel and sardines during all of their various manufacturing stages. This will entail observations made at the time the raw material is received by the cannery, during cleaning and processing, during packing, watching the thoroughness of the retorting, and finally after the process of conserving has been completed. Heretofore the Board of Health has interested itself only in the retorting period and temperature, which is the bilateral consideration insuring sterility.

Costs of inspection for the coming year are estimated to be \$65,000.

HARD TIMES OPTIMIST

"HOW'S business, Walter?"

"Business fine — sold out every night! You know how it is — there ain't no fish!" quoth Mr. Palalini.

You can't down a man like that.

THE RUSSELL Brokerage Company, handling both tuna and salmon accounts from the Pacific Coast, announces the removal of its general offices to Suite 900 New York Life Building, 9th and Baltimore Avenue, Kansas City, Missouri.

ENVELDSON GOES EAST

KARL ENVELDSON, former sales manager for the Southern California Fish Company, Terminal Island, resigned his position, effective August 1st. Envel-dson has left with his family by motor for Cleveland, where he will enter the employ of the Rahal Brokerage Company. The Rahal firm will handle the selling account of the Southern California Fish Company, in the Cleveland territory.

The position of sales manager at the Terminal Island plant will not be filled. Sales will be handled personally by Wilbur F. Wood, president and manager.

C. R. BELL APPOINTED FISH COMMISSIONER

C. C. YOUNG, Governor of California, announced under date of August 1 that he has appointed C. R. Bell of Los Angeles to succeed George B. Clarkson, resigned, on the State Fish Commission.

Bell is vice-president of the Bank of America, with which institution he has been a prominent executive for many years.

BLUEFIN CATCH

CALIFORNIA'S 1930 bluefin tuna catch, as of August 7 date, was approximately 20,000,000 pounds, or 10,000 tons. L. G. Van Voorhis, statistician of the State Fish Commission office at Terminal Island, issues the following approximate statistics:

Bluefin catch for May, 1930 144,000 pounds
Bluefin catch for June, 1930 8,315,000 pounds
Bluefin catch for July, 1930 11,278,000 pounds

These landings brought a uniform price of \$120 a ton to the boatmen.

The entire amount was of local production, caught entirely with purse-seines. This year's phenomenal increase was considerably supported by numerous fares arriving from the new Guadalupe Island schooling areas.

PLENARY POWERS

(Continued from Page 9)

Senator Cleveland has been widely complimented for the courage he displayed in pronouncing his stand without hedging or equivocation.

"It takes real nerve to speak like that," one of his hearers has said.

In this connection it might be mentioned that Cleveland is an ex-Stanford man who volunteered during the World War and went over-seas with the Canadians before the United States ever entered the hostilities.

OPPOSED TO PLENARY POWERS

THE CALIFORNIA Fish Cannery Association at a meeting held in San Francisco on July 24, adopted the following resolution:

RESOLVED: That this Association place itself on record as being opposed to the initiative measure granting Plenary Powers to the State Fish and Game Commission.

PAUL HILLER RETURNS

PAUL W. HILLER, M.E., marine supply dealer of Wilmington, California, has gotten back from an extended trip through the east just in time to be present at the big Newport-Balboa regatta. Hiller's far-flung hegira included in its high-speed itinerary, Chicago, Boston, New York City, Kansas City and other places of minor note.

"While in Boston I had occasion to discuss refrigeration problems with the General Sea Foods Company. They are particularly interested in the articles appearing in the WEST COAST FISHERIES and in turn showed me many interesting things about the Birds-eye process, its adaptability and so forth," says Hiller.

This live-wire dealer returned to the West Coast with the newly-acquired representation of the New Jersey Paint Company of Jersey City. A large shipment of paints is now on the way, and on its arrival Hiller states that he is going to paint the coast towns red with "New Jersey" advertising.

While in Boston he visited the Submarine Signal Company, manufacturers of an automatic electric-echo sounding device called the "Fathometer." He discussed this instrument with Gardner Poole of the General Sea Foods Company, who told him that "Fathometers" have been installed on every one of their fleet, and that their general adoption by all types of craft is inevitable.

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E. B. GROSS CANNING COMPANY

Sales Office and Plant, Monterey, Calif.

Cable Address "GROSS"



"BELLE ISLE" ON A REEF

(Continued from Page 21)

Kibele hoot at the idea. The shrewd old ship-carpenter laughed at the white-faced novices saying:

"You iss crazy. Parke & Kibele built this ship and she is like a pine knot all through. Break oop? I should say not! Pretty soon we pull her off, then fix her oop-a little, and she's shust so good as ever! Ha! Ha!" Hansen wasn't scared at all; he enjoyed the spectacle and hubub of those who did not know what craftsmanship had gone into the ship, and who had no understanding of its massive timbering.

Off Again

Most of the passengers left the vessel, going ashore on yachts that came alongside. A dozen or more remained contentedly aboard—one of these a WCF cameraman. The ship hit at about 2:15, the Coast Guard Cutter "Algonquin" put an 8-inch line aboard at 4:15, she exerted a strain of 2,000 h.p. on the line for 30 minutes, and at exactly 4:55 the "Belle Isle" rolled off the reef on a rising tide, and ran home under her own power.

When drydocked on Monday morning the damage was found to be confined to a battered fore-end of the

keel and various chewed places farther aft that would require scarfs. A 15-foot section of iron bark has been set into the fore-foot, and the vessel put back into the water. Not a garboard was scratched, not a plank had been pierced, the cement in the seams had not even cracked—in other words, the stoutness that Parke & Kibele had built into the hull had been proven, and Gabelich had been spared the loss or serious weakening of his new vessel.

"SAN LUCAS" ABOUT FINISHED

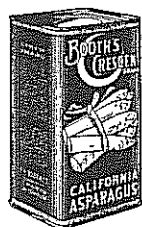
THE "SAN LUCAS", new tuna cruiser, is being rushed to completion in the Terminal Island yards of Al Larson, builder. Present plans are that the vessel will make its trial run on August 17.

A feature of the big craft is its twin auxiliaries, there being two 60-h.p., 4-cylinder Fairbanks-Morse diesels shaft-coupled to two 40-Kw. ball-bearing generators of the same make.

The main power plant of the vessel is a 5-cylinder, 450-h.p. Fairbanks-Morse diesel of the latest pattern.

Captain D. Tani and a crew of Japanese will take the cruiser to sea.

F. E. BOOTH COMPANY INC.



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**California
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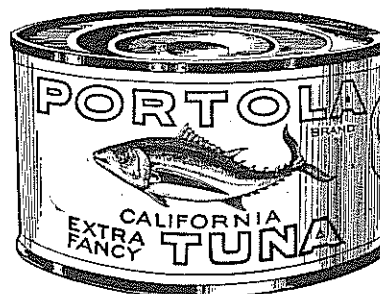
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**PLANTS AT MONTEREY AND
SAN DIEGO**



Packers of

**FANCY SARDINES, MACKEREL
AND TUNA**



FINEST REFRIGERATED VESSEL

(Continued from Page 12)

en walls or "baffles" which line all sides of the hold and prevent the fish from coming in contact with the piping. The cold air around the coils has a tendency to gravitate downward through these hollow spaces, and the ship is so built that this cold air can go clear under the floor. During this circuit it absorbs heat coming in through the bottom of the ship, and thereafter rises between the fish bins and goes up to the overhead coils again. All of the fish bins have double walls, this allowing the air to circulate upward through the very center of the cargo, maintaining a uniform temperature. More efficiency can be had from the cooling mechanism by this procedure, as has been demonstrated conclusively in the cases of refrigeration ships of a number of sorts.

The compressor and its motor are mounted upon a solid "bed plate" or casting, which imparts great rigidity to the units and forever prevents warping out of alignment. The installation is further characterized by a "pedestal bearing" between the compressor and the fly wheel, which latter is attached to the motor shaft.

A small auxiliary motor and pump are utilized for circulating sea water through the cooling coils (condenser) of the ice machine when the bait pumps are idle—ordinarily water for this purpose is drawn directly from the bait-tank mains.

L. P. Hodges, Lipman agent, and C. W. Wilson, chief erecting engineer for the company, are rightfully proud of their work aboard the "Rajo."

Equipment List

Main engine: 6-cyl., 350-h.p. Union Diesel.

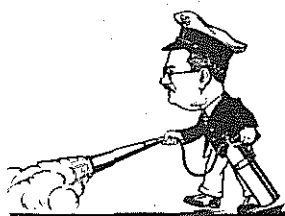
Auxiliaries: two 3-cyl., 52-h.p. Union Diesels.

Generators: two 35-kw. Westinghouse, direct current.

Pumps: two 8-in. Fairbanks-Morse pumps driven by two 15-h.p. Fairbanks-Morse ball-bearing motors.

Fire protection is afforded by three 50-pound cylinders of "C-O-2" having automatic release as well as manual release trigger placed beside the engine room door. The Harbor Boat staff did the electric wiring, using all Perko running lights and Perko waterproof deck lights. The Los Angeles Boiler Works built the six black iron tanks accommodating 18,000 gallons of fuel. The Harbor Sheet Metal people constructed the three galvanized iron tanks holding 2,000 gallons of water, and the 650-gallon galvanized "lube" oil tank. A 1,000,000-candlepower electric arc searchlight, Navy type, has been placed on top of the house, and a smaller, 1,000-w. incandescent searchlight that was purchased from the C. J. Hendry Company, has been shipped at the after break of the house.

The "Rajo" measures 116x27x12 feet, will cargo 160 tons of tuna, and cost \$95,000 to build and commission.



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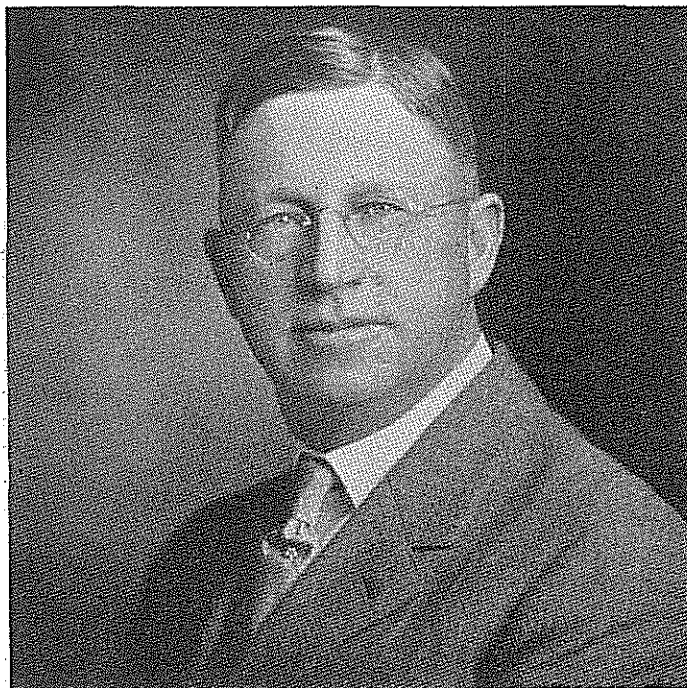


PAUL W. HILLER, ME
WILMINGTON

334 Broad St.

Phone 1416

PERSONALITY CORNER



E. B. Gross, president and owner of the
E. B. Gross Canning Company of Monterey

E. B. GROSS, Monterey sardine packer, progressive business man, land owner and publicist was produced by the region wherein he lives. Like many another man of accomplishment, he was born in the country. A farm near Hollister, California, was his place of origin, and it was through long hours of heavy labor in the pre-gasoline-engine and pre-electricity days that he learned how dearly capital is earned. Thrift and a balanced conception of values were branded upon his understanding by the discomforts that he endured and the long hours of poorly-paid toil that were typical of those much-over-estimated "Good Old Days" of kerosene lamps, muddy roads, cracker barrels and bulk groceries, when "Studebaker" meant a buggy or wagon and a railroad train was considered a sight.

When only 17 years old young Gross turned his back upon the farm, and with a hoarded capital of \$3.50 set out afoot for the town of Monterey. Knowing horses, harness and vehicles he obtained work with a transfer company and settled down to a standard shift of 16 hours a day. Eventually, when he had learned something of the town and its ways, he became identified with the lumber business, and from that embarked upon trade in livestock and grain—Monterey being a considerable wheat port in those days of sailing ships.

When the packing of fish came to be a considerable business of the Bay, Gross decided to become a canner even though he had no experience in that business. He organized his own corporation and has since expanded until now the E. B. Gross Canning Company is one of the large conservers of marine foods of the West. He is pre-eminently progressive, and has become known for the fact that he is one of a limited number who produce high-quality goods such as are required by domestic markets.

Frank, out-spoken, keenly analytical, he has been and

is one of the chief supporters of the movement to organize all of the California canners into a single compact group. His efforts in this direction have been given recognition in that he has been chosen as a member of both the Executive Committee and the Public Relations Committee of the California Fish Canners' Association.

RIO GRANDE VACATION

S. VALLAS of the Arcadian Sea Food Company, New Orleans, Louisiana, in company with Frank K. Wegmann of the Begille Sea Food Company, Inc., returned to their respective offices July 20, after a pleasant trip through the lower Rio Grande Valley of Texas.

This party visited Beaumont, Houston, Corpus Christi, Brownsville, and various smaller Texas cities in the interests of increased business.

While at Brownsville they availed themselves of the opportunity to cross the international bridge and imbibe freely of that good old Bohemian brew manufactured in Monterey, Mexico. It may be that this occasioned their prolonged stay in Brownsville. At any rate, they are now back at their homes and offices considerably sunburned, but full of happy recollections and having, in addition, several new accounts.

SINS OF THE FATHERS

NORTH CAROLINA was profligate in its youth, and now lives in impoverished old age. Years ago it was rich in bountiful fisheries; today is among the poorest—and rapidly losing ground. The children and grandchildren of the wasters are learning a cruel and unjust lesson, for theirs has not been the crime of spoilage.

J. W. Harrelson, Director of Conservation and Development in North Carolina, shows that the total value of the fishery products of that state amounts to less than \$2,000,000 whereas the amount should be between \$20,000,000 and \$30,000,000. Over-fishing has begotten a condition of depletion so acute that the species are unable to re-establish themselves. The people still continue the ruinous pursuit of the few breeding fish that remain, as if possessed with a vindictive purpose to exterminate the last one of the species that—were they left alone for a few years—might fill their overalls pockets with many jingling dollars. But, like their fathers, they seem not able to see ahead.

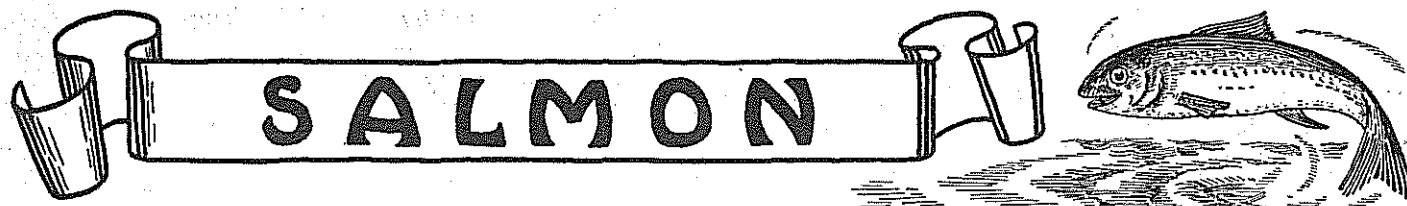
"Our shad catch has dropped from nearly 9,000,000 pounds in 1897 to 2,400,000 pounds in 1927," says the Director. "Later figures will undoubtedly show a further decrease. This calamity has been due to unrestricted fishing on the spawning grounds of the coastal plains. For years shad were caught with skim and gill nets wherever they ran."

The state officer quoted gives it as his opinion that fish hatcheries will not solve the problem. He infers that it would be useless to hatch fish if farmers and townfolk and fishing people all attacked the survivors of the runs and killed them on the very spawning beds. He urges, therefore, that protection be given the ascending fish, that natural spawning and natural reproduction may bring up the vanished host to its ancient staggering proportions.

Until such time as the people of his region are willing to listen to the counsel of Harrelson, there seems little hope; they must be content with the lessening little that their nets and efforts now produce.

There is an unconcealed moral in the sad and fool-

Continued on Page 29



Canned Salmon Pack May Be One Million Cases Short

*July Survey of Salmon Catches in Alaska and in the
Pacific Northwest Reveals a Lag Behind Last Year That
Indicates a 20% Decline in the Season's Total Pack*

THE famous Copper River fishing district of Alaska has closed for the season. This is the earliest and one of the shortest-producing areas; it is situated a short distance south of Cordova. All of the salmon are netted on the tidal flats of the Copper River, no fishing being permitted in the stream itself.

The False Pass district, which is well to the westward on the Alaska Peninsula, is now at its fishing peak. Aside from these two districts, it is too early to draw definite conclusions from the pack information which is coming in daily by cable. Real concern, however, is felt in connection with several of the most important fishing districts.

Bristol Bay

The season opened June 25 and will close July 25. To date, the Nushagak side of Bristol Bay has produced only one-half the volume packed up to the same period last season. This area has been subjected to a weekly closed period of 60 hours as against 36 hours previously. The Kvichak area which normally produces two-thirds of the Reds packed in Bristol Bay, is very much behind canning records for last season. It is reported that Reds are running in good volume at the present moment at Egekek, which indicates a pickup for Kvichak. As of July 5, inclusive, the total Bristol Bay pack was 185,618 cases, of which 90% were Reds—this in comparison represents 52% of the pack of last year at the same date. The most optimistic prediction at this time for Bristol Bay is that the total pack of Reds cannot exceed the production of the 1927 season, which was a total of 884,740 cases. Last year Bristol Bay produced 1,075,473 cases of Reds and in 1928, the total was 1,405,344.

False Pass

Last year, this section failed as the customary barometer for Bristol Bay. To date, False Pass is producing splendidly, this being particularly noticeable in an early, unprecedented run of Pinks. Normally, Pinks do not appear at False Pass until about July 20-25. Red fishing in this district will cease probably by July 10 or 12, after which the cannery crews will remain practically idle until about the 20th of July, when Pink and Chum activities are due.

Chignik

Chignik is located on the Peninsula northeast of False Pass. This district appears set for absolute failure. The Government weir requires an escapement of 1,000,000 fish before any commercial fishing is permitted. To date, the escapement registers only 150,000.

Uyak and Karluk

These formerly excellent Red Salmon producing

grounds are not responding. The Government demands an Uyak escapement of 1,000,000 fish. Up to the night of July 8 the escapement totalled 330,000. A total of 1400 cases have been packed. Fishing is now closed until the total required escapement has passed through the Government weir. Karluk was closed to fishing last Thursday and from present indications, will not reopen this year.

Kodiak

This entire area is very disappointing. The total pack to date, of all grades, is estimated at less than one-half of last year's totals at corresponding date. Kodiak has fared none too well in recent seasons, which fact is producing much anxiety among its packers.

Cook Inlet

Running behind last year's production.

Prince William Sound

Both sides of the area are starting poorly. Pinks, particularly, are far behind normal. The showing of our Cordova and Knight Island canneries is typical for the district. At Cordova on the west side, we have packed, as of July 8, only 248 cases of Pinks, as compared with 4368 to the same date last year. At Knight Island, first reports show a total of 66 cases, all grades, as against 2204 cases last season. While Pinks are not expected at peak in Prince William Sound much before July 15-20, it is clearly evident that this total pack of Pinks will be extremely light. Fishing closes August 2. Chums and Cohoes are practically at par with last year's totals. Reds are short. Unusually good weather conditions have been experienced from the outset.

Copper River Flats

The season closed with short production, both on Chinooks and Sockeyes, for which grades this district is famous. The Chinook pack finished 57% short of last year's totals and Sockeyes were 15% short. The Chinook pack is practically sold out at prices practically the same as those named for the Columbia River. Nearly all of the Sockeyes will be held from the market until it is possible to determine proper price levels, based largely on the outcome at Bristol Bay.

Yakutat

Libby and New England are the only packers in this rich Chinook and Red district. New England's pack at Yakutat is confined to 1-pound flat size and will also comprise Cohoes and Pinks. To date the run is about equal to last year, excepting on Chinooks, which finished short.

(Continued on Page 30)

Log of a Tunaman

JOHAN T. REYNOLDS, wireless operator aboard Captain M. H. Freitas' "Navigator," is keeping a log of his interesting experiences aboard that fine vessel. From it we extract the following, which was written during Reynolds' first trip to the grounds:

"We left San Diego at midnight, July 2, and headed for Cabo Colnett in search of bait. Not a sign of a sardine or anchovy. Moved on south to San Quintin where we had had advices via wireless that the "Patria" had caught her supply. At San Quintin we were successful—but it took us 2 days to get 'em.

"From San Martin Island (San Quintin region) we went to the Alijos Rocks; had a tough time there—got only about 3 tons. The "Invader" followed us and got about the same. We moved on to La Roca Partida (The Rock Apart) of the Revilla Gidedo group.

"On the way we lost one well full of bait due to warm water and the poor condition of the bait. We chucked the rest of our bait away, trying to induce some of the many tuna to bite—poor luck—when we finally had to go for more bait we had only about 25 tons of tuna aboard.

"We ran in to Magdalena Bay for bait—just off the land encountered first thick fog that the crew said they had ever seen there. Had good luck there—got enough bait in one day to fill up. We then received word over the air that the boats on the 'U. S. Bank' were having good luck. We went there and caught 50 tons the first day—had to quit fishing—decks too full to hold more — fish level from rail to rail. Would have had to quit anyway because of danger of ruining entire catch by heat. The men worked all night until 2 a.m. icing the catch.

"During the fishing a clocked the Skipper. He was landing tuna at the rate of 15 a minute, which averages 1 every four seconds. Freitas is some man! They all were tuna, too. The men refuse to land any skipjack.

"The following day we caught about 30 tons more—several other vessels had equally good luck—there were about 15 ships on the bank, some of them from San Pedro. They had no wireless so I couldn't 'chew the rag' with them and couldn't find out just how good their luck had been.

"We made the round trip in a little more than 16 days, landing on July 19 with 135 tons on board—the largest catch that the "Navigator" ever has brought into port. It was a great trip—and what a gold mine for the fishermen!

"I forgot to mention that 120 tons of the 135 was straight tuna; the rest was skipjack. These figures do not include the fish that we threw overboard because of breaks in the meat, nor fish that were not accepted by the inspectors at San Diego.

"We raced the San Pedro boat on our way home and beat him. He is supposed to have plenty of power—about 500, they say—but we have only about 400 horse. We were only slightly ahead of him at noon, but at 6 a.m. the next morning we had lost him astern. Our engines were at no time running at maximum and we still had 500 pounds pressure to go before we would reach factory-assigned pressure (3,000 pounds), so I am convinced that the superiority of our ship was too great to be explained on the basis of the make of engine alone. It seems reasonable that the hull model had something to do with it—you know that the 'Nav-

igator' was designed by Manuel Madruga of San Diego.

"Our wireless transmitter worked pretty good, but we had the wrong type of antenna to start with. We have corrected these conditions and now the set 'perks' properly. AR SK, OM, 76, 76, Jack."

DeLEVA CHRISTENING

MR. & MRS. P. DeLEVA, owners of the commercial fishing vessel "Tokiwa" that plys in and out of Los Angeles Harbor, were the proud hosts at an elaborate christening of their new son and heir, at the San Pedro club house of the Knights of Columbus, Sunday, July 27.

Father Jacobs performed the christening ceremony, after which an elaborate banquet was served. Dancing completed the day's celebration, which was attended by many friends and business associates of the couple.

EUREKA SALMON NEWS

SALMON REMAINED plentiful and close to port until July 20. Since then only a few have been caught within 30 miles of Eureka. Many boats have taken good fares at Redding Rock which lies about 35 miles north of this port.

This year the individual fish have averaged larger than in previous years, with the exception of the last school that appeared.

Our fishing fleet remained closer to Eureka, and for a longer time than in the past 5 years. Usually by the latter part of June the boats scatter and deliver their fares to fishing companies both North and South of the home port.

For many days the salmon schooled within an hour's run from the entrance of our bay, due to the fact that large quantities of anchovies and surf fish were present there in exceptional quantities as feed for the salmon. The bait, or small fish, still are here as abundantly as ever, but for some unknown reason the salmon are not now present. However, more are expected at any time. In general the fishing has been good.

LARSON TO BUILD PURSER

JOHAN BREJCICH and Nick Vojkovich walked into the offices of Al Larson, shipwright, at Terminal Island, California, one day late in July, and stated:

"We want you to duplicate the purse-seiner "Sunkist" for us. We know that she is exactly what we have been looking for."

The new vessel will be named when the keel is laid, August 18. The "Sunkist" has a 220-h.p. Washington Diesel engine, and, as stated above, the new ship will be similarly equipped.

The contract for the "Sunkist's" twin has been signed. The deliver price will be \$40,000.

BORZONE MOVES

EMILIO BORZONE, widely known San Francisco fish broker, during July transferred headquarters from Drumm Street to 509 Washington. This puts him into the "Fish Block," for he is only one door removed from Joe Alioto's office in the San Francisco-International Fish Company's building.

ASAMA TRIAL TRIP*(Continued from Page 15)*

performance of the cruiser, his interest in it being predicated upon the fact that the ship is to deliver its fares to the packing corporation with which he is connected. Young Houssels is a mixer of the first order, and probably has as wide an acquaintanceship in his port as any man there.

Ship-Board Banquet

At high noon, K. Nakamura, the popular sea-going chef, mustered all hands and served a bounteous buffet luncheon. Whole cases of sandwiches disappeared as if by miracle, and bottled refreshments gurgled joyously as the jolly crowd celebrated. During the dinner the ship was hove to at some distance from the Island, but at the completion of the repast the cruiser pulled up the hook and went alongside the Isthmus pier. The crowd then swarmed ashore for a few hours of dancing and bathing before going aboard again for the return run. The jaunt back to Fish Harbor was made at a uniform rate of 11 knots, to the manifest satisfaction of the owners.

A Japanese Enterprise

The "Asama" is the property of a co-partnership of nine Japanese. Captain J. Shioji, O. Shioji and Y. Hori are conspicuous figures in the group which also includes N. Hatashita, H. Higashi, U. Asano, K. Okumura, Y. Tani and K. Nakamura. J. Shioji is now enroute back to America from Japan where he has been visiting. He will arrive on July 28 and be on hand to take charge of the ship on its second cruise southward. In the interim the cruiser will be commanded by Y. Hori, who will become chief engineer when J. Shioji steps aboard. It is said that Hori is one of the cleverest diesel engineers on the southern coast, and that he has had actual factory experience at the Atlas Imperial plants in Oakland.

The boss fisherman will be N. Hatashita, and the galley will be presided over by K. Nakamura. Captain J. Shioji will be assisted by H. Higashi, navigator.

To Install Wireless

Y. Hori, the present captain, states that on the return from the first fishing trip a wireless telegraph set will be installed aboard; he realizes the necessity of having this equipment aboard not only as a safety factor but also for the advantage to be derived through mutual fish-news and "where-to-go-to-find-tuna" information that will be exchanged between the vessels constituting the Van Camp fleet.

OYSTER FARMS PLANNED*(Continued from Page 19)***Conditions Declared Suitable**

The West Coast Oyster Farms, Ltd., as the bivalve-farming firm has been named, has organized with a \$100,000 capitalization; shares in the enterprise now are being offered for sale. It is proposed to get the Slough cleaned out, shelled with cultch, and planted with imported seed stock as soon as possible. Some of the literature of the company holds forth that: "Elkhorn Slough, located near the eastern extremity of Monterey Bay, provides the essential mixture of fresh and salt waters. This rare combination . . . (together with) an excess of lime, absence of glacial or cold water (and) a highly oxygenated environment, make this inlet naturally adapted to oyster culture.

Here vast quantities of little vegetable forms, known as diatoms, grow and provide food for the oysters without any cost to the corporation."

Should the development succeed in the same high degree that has characterized the oyster-growing enterprises in Washington State, a large and important source of mollusk food will develop, for the Slough is an extensive waterway, and contains many acres of area in its elongate bottom. However, even were every square fathom of its beds brought into high fertility and production it is doubted whether it could long supply the California demand for oysters, especially the folk of the southern West Coast are becoming daily more fish-minded, and the population doubles every 10 years.

SINS OF THE FATHERS*(Continued from Page 26)*

ish experience of North Carolina. West Coast operators may well take seriously the bitter lesson which old and ravished Carolina must learn, but as yet has not learned. Every day that is procrastinated in recognizing the truth, and every day that is wasted before putting simple, sensible restraint into practice, makes the ultimate abstinence the greater and the period of enforced rest the longer. Worse yet is the constant threat of nature, that she may entirely eradicate a species by allowing it to perish when the last few individuals finally become so widely dispersed that they do not find each other at mating time.

To be wise we must keep our fish-populations at high strength, just as Henry O'Malley, head of the United States Bureau of Fisheries, is proving in the excellent case of the Alaskan salmon fisheries. Whenever the run in a stream commences to decline, he claps a prohibition upon all operations until a sufficient number of breeding fish have ascended to the spawning grounds to insure plentiful reproduction.

North Carolina, zealous guardian of her democratic "state's rights," could well afford to surrender her autonomy to the federal authority, and through the emphatic but entirely successful O'Malley treatment be put back into rich production, perhaps as early as 1940 or 1945.

BANKING EXECUTIVE COMMISSIONER*(Continued from Page 8)*

viding inexpensive, highly nutritious marine foods for the thousands who cannot pay for meat.

Commissioner Bell has a position worthy of all his genius, and of the best judicial powers that are in him. He will be assailed by the clamorous crowd that in its want of understanding is subject to being misled and made excited by persons who originate fallacies; efforts will be made to persuade him that commercial enterprise really is so shortsighted as to seek the immediate annihilation of the very resources which are its support, and all sorts of hectic and ill-considered proposals will come to his desk as executive, to receive consideration and judgment. It will then be his dignified function to choose a wise and reasonable course, being mindful of the recreational and wholesome outdoor needs of our people while at the same time shielding the great manufacturing business of the seaport towns from scarecrow panics and ruinous prohibitions originated by presumably well-intentioned persons who have not become properly versed in the highly technical and altogether professional subject of commercial fisheries regulation.

SALMON PACK SHORT*(Continued from Page 27)***Icy Straits**

During the last day or two, reports indicate something of a pickup in the run, but this section down to and including Chatham Strait, is behind last season's production.

Chatham Strait

Packing results are fair; prospects are somewhat improved.

Southeastern Alaska

New England's Ketchikan cannery brailed traps on the night of July 8 for the first time. Lifts from 3 traps produced 4750 fish, which is satisfactory for the first day. This fish was canned at Ketchikan the following morning. It is, of course, too early to make predictions for Southeastern Alaska.

A fairly good pack is anticipated both in the Ketchikan area and in the Prince of Wales Island district where the Noyes Island cannery is located. It is known, however, that packs north of Ketchikan as far as Frederick Sound, while fair, are not up to expectations.

Columbia River

The pack to date on the Columbia River is closely estimated at 15% short of that produced as of July 9, 1929. Only a handful of Bluebacks have been obtained on the entire River, and the canning of this particular variety is about at an end for the season. This year's quality is good but the quantity is under normal. There should be an early demand for spring pack Chinooks, and it will take only a few days to clear stocks from first hands.

Recapitulation

It seems reasonable at this time to figure that the total Alaska pack of canned salmon, all grades, will be approximately 1,000,000 cases short of the total pack for 1929, which was 5,370,242 cases. That this reduction would not be without precedent, is shown in comparative total packs of 3,566,072 cases for 1927, and 4,450,889 cases for 1925.

KODIAK ISLAND SALMON FAILURE

THE KODIAK salmon pack is almost a failure. As a result of the scarcity of fish the entire Island district may be closed to fishing August 2, as against previous closing dates of August 15. The question is now being considered by the officers of the United States Bureau of Fisheries, and it is expected that the closing order surely will be issued unless the run improves materially at once.

PRINCE WILLIAM SOUND seems destined to a very short salmon catch this season. The fish did not strike in in numbers until the 24th of July.

PRICE-CUTTER KILLS MARKET

A NORTHWESTERN canner is reported to have wired to his brokers throughout the country quotations on canned salmon that were lower than production costs. Demoralization of the market in Chums and Pinks resulted, opening prices being weak and infirm. Subsequently the packer withdrew his quotation, since which time buying activity in the trade has improved, the trade having come to accept the prices and rates being offered by the majority of the legitimate canners.

FISHERMEN

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ALL is news that has not been told. This account of the accident that befell the "Rainbow" was obtained only recently, when Captain Kordich was encountered during one of those rather rare occasions when he stops over in port for a few brief hours.

How the "Rainbow" Was Saved After Grounding In Mexico

Five San Pedro Purse-Seiners and One Cannery Tender Pull Stranded Companion Craft Off Reef In Isolated Region of Gulf of California

THE "RAINBOW" is back in commission again. After having been driven full speed against a hidden reef in the Sea of Cortez this husky purse-boat has been dragged back into the water, run home to San Pedro, been dry-docked and repaired, and finally has been sent to sea again to seine bluefin whenever they appear.

"But how did it all happen?" was demanded of Captain Antone Kordich, master.

"Get the engineer up here and we'll tell you about it," he replied.

A hail down the companion-way brought the diesel-master up into the pilot house.

"Shake hands with Padovan—F. Padovan—engineer," said the skipper. And the story of the wreck was on.

Another Uncharted Rock

"It happened just after sun-up on April 15th," commenced Padovan. "The course was north and east. That made the sun shine straight into the wheelman's eyes so that he could not see well. Besides that, the water was roily—he might not have been able to see the reef anyway. We were making nearly full speed when we struck—the regular cruising rate, you know. Where we hit bottom the chart shows 10 fathoms of water, but that wasn't much consolation when we were high and dry.

"We got out and surveyed that reef. It is about 350 feet long by 20 wide and lies some 2,000 feet from shore. Its bearing is ENE from San Cosme Point, which can be located on the chart 258 miles north of Cabo San Lucas, inside the Gulf. This reef lies between the tip of the point and San Damien Rock, and it is not the only such that lies there. We discovered another rock just beyond it, and this one is under water, too. The charts show 10 fathoms all along this stretch, whereas as a matter of fact there are several deep channels interspersed with long reefs between San Damien Rock and Point San Cosme. It is a mighty dangerous place."

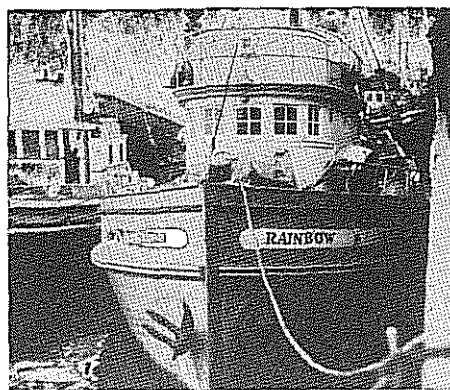
Never Mind the "Tintoreros"

These waters are notorious for being infested with giant tiger sharks which the native Mexicans call by the dread name of "tintoreros"; likewise the terrible man-

tarayas or "mantas"—great sting-rays the size of a garage door, having horns and a barbed tail twenty feet long—glide in and out among the kelps and rocks of the bottom. The pearl divers of the Gulf risk their chances with the sharks, but when a "manta" is known to be about, no pearl the size of a goose egg would be inducement enough to get a diver into the water where the great sea-devil could seize and strangle him.

Nevertheless, Padovan went overboard. Stripping off his clothing he dived into the sea, swam under the vessel and inspected its situation. Several such plunges acquainted him with the likelihood of freeing the ship, and he then made repeated attempts to jerk the boat off by backing with her own 300 h.p. Western Enterprise diesel.

"All the good that did was to tear down our line-shaft" remarked the engineer, ruefully. "I thought that we



had a chance, at first, because although she was fast from amidships forward, her stern was still in 5 fathoms of water."

To the Rescue

Luckily for the "Rainbow" she was not alone in those distant waters. Some 15 purse-seiners were then cruising in the vicinity, and before an hour had passed several of these came booming along, cruising after tuna. Within a short time 6 of them were standing by: the "Acalin," Captain Frank Acalin; the "Old Timer," Captain Nick Plancich; the "Adriatic,"

Captain Dick Perica; the "Ranger," Captain Peter Dragich, Jr.; the "Flamingo," Captain Nick Dragich; and the "Patsy," Captain E. Beaufang, tendering for the Franco-Italian Company, tuna-packers. These 6 put lines aboard the distressed craft and put the strain of a total of 1,005 diesel horsepower on the "Rainbow." In their efforts to pull her off they parted two 7-inch lines. Meanwhile the "Rainbow" was going full speed astern with her own 300 h.p. engine. But the grip of the rock held good. Deciding to delay until the tide should be at its height, the boats drew off to wait.

"We lay rolling on that rock 5 hours," declares Padovan. "I am ready to bear witness that Al Larson makes some mighty good hulls."

An Even Dozen

Twelve purse-seiners and tenders were present when the tide reached its maximum. The 6 before named took hold again and freed the grounded vessel without difficulty. Padovan did some more diving, and ascertained that although the keel had been chewed away until in its weakest place only 4 inches of its depth was left, in no place had the garboard streaks been cut through. She did not leak at all, and no mechanical damage had been done other than that which was caused when the men tried to back off the rocks immediately after striking, before help came.

"Are We Down-Hearted?"

Nothing daunted by their experience, the crew stayed on the grounds, looking for fish. Since the hull was making no water the ice held up well, so the "Rainbow" stayed at work for two more weeks. Finally with ice and provisions low, the return was made.

"We left San Pedro on March 11th and got back May 2nd," said the diesel man. "Fifty-one days for only 15 tons of fish. That's what you could call double hard luck."

After returning under her own power the "Rainbow" went into dock at the Bethlehem Steel Yards. Repairs—which consisted of scarfs set into both sides of the keel and bolted entirely through—were made in 4½ days. The estimated

(Continued on Page 34)

Standard Fisheries Installs Western Enterprise Diesel

THE S.S. "T. G. Condare," last of the steam trawlers belonging to the fleet of the Standard Fisheries of San Francisco, has been converted to diesel power. Jos. Chicca and Al Tofanelli, the two men who govern the policies of the Standard organization, some months ago decided upon rebuilding and re-engining this steam-driven vessel, their determination in this direction being based upon the superior performance of their other large diesel tug, the "E. Antoni."

Famous Pair

Every "old timer" around the San Francisco waterfront remembers when the new "set" of paranzella steamers called the "T. G. Condare" and "E. Antoni" was built by the old Borzone Fish Company. Emilio Borzone, now a well known fish broker of San Francisco, was the moving spirit in the company, which encompassed such other prominent men as Matteo Martinelli, T. G. Condare, and E. Antoni. On the Fourth of July, 1914, the twin ships had been completed and a general jubilee was held in celebration of the event. Then, three days later, both vessels were licensed and commissioned for drag-seining.

Favorite Vessels

Borzone manned his fish tugs with crews that he recruited from among the Red Stack and Crowley tow-boat groups. Many of these men still are to be found aboard tractor craft of San Francisco and San Pedro. All of them are loud in their praise of the sister ships "T. G. Condare" and "E. Antoni," and tell how they surpassed all others among the paranzella fleet in their abilities to leave or enter the Golden Gate during conditions of storm and rough water.

"All that we had to do was cut down on the steam a bit, and they'd come through like ladies—and dry as a chip!" declares Captain R. V. Walsh, who was master of each of them at different times. "They were the best sea-boats in the fleet, and could go out through the Gate in weather that would have drowned a tug four times their size."

Reorganization

International depression gripped the world in 1921, and as a result of curtailed demand for its products the Borzone Fish Company passed through a reorganization, the result being the Standard Fisheries of today. Jos. Chicca and Albert Tofanelli both joined forces with it and soon had it revived with new energy and broader business scope. The two steamers continued in their service together with other smaller craft that had been a part of the Borzone fleet, and steam dragging continued for several years.

The Diesel Age

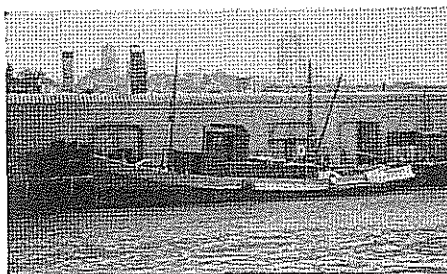
When finally diesel machinery was introduced, and the unquestioned advantages of high-compression internal-combustion power types over old-style steam units began to be demonstrated repeatedly, day after day, the Standard determined to try out the new black-oil motors, so installed one in the "E. Antoni."

How to Make Money

"Just to show you what a difference

it made—" says Joseph Chicca, "let me tell you what our books show concerning the relative efficiency of these two sister ships last winter. The 'E. Antoni' produced a monthly catch in excess of \$8,000 value, whereas the 'T. G. Condare' made us only about \$2500, on the average."

Since both ships are absolutely identical in every regard, having been built



The "T. G. Condare," paranzella trawler, lying at the Standard Fisheries dock, San Francisco

contemporaneously by M. Pasquinnucci in 1914, the variance in their productivity and performance must be attributed to the nature of their propulsion agencies. Chicca explains this fully.

Rough Winter Weather

Conditions at sea become progressively worse as one travels northward. Whereas off Southern California drag-boats used to operate every day of the year, in latitudes north of Point Conception occasional storms interrupt the business of sub-surface seining. North of San Francisco—and especially on the new-found Fort Bragg Banks—the weather is so chronically boisterous that trawling can be conducted only with difficulty most of the time. "Good weather," within the meaning of that term as it is applied to more southern coasts, is almost entirely wanting.

Steam Engines Too Heavy

"The trouble has been that the esteam power plant loaded the 'T. G. Condare' too heavily for those stormy northern grounds," states Chicca. "The boat was so deep in the water that the waves went clear over her. It's no wonder, when you consider that the old boilers, fuel tanks, and engines weighed more than 60 tons—the boiler alone weighed 14 tons, there were 80 barrels of fuel on board, and often they had to fuel-up twice a week. The whole diesel installation weighs only 30 tons—less than half of what it was before."

He further explains that it was the buoyancy and lightness of the "E. Antoni" that enabled it to go out in gales of wind and make big catches when the "T. G. Condare" dared not venture forth, even to run for market.

Western Enterprise Diesel

"What sort of engine did you select for this rough northern dragging?" Chicca was asked.

"We bought a Western Enterprise. After giving the matter considerable thought we purchased one of the 4-cylinder, 200 h.p. engines; we expect to get a lot of use out of it."

No type of fishing work is more ex-

acting in its demands upon an engine than is trawling. In this sort of seining the machinery must be able to continue turning over smoothly during long periods when under heavy load but throttled down to almost idling speed. Thereafter the engine must be able to stand long runs to and from port, driving through rough water, maintaining its schedule with the market and with its companion ships despite wind and all other disturbing elements.

Costly Installation

"We are spending about \$22,000 on the 'T. G. Condare,'" says Chicca. "This includes not only the cost of the new diesel, but also extensive repairs to the hull itself."

Going down into the vessel one sees that it has all new deck beams, new deck planking, new deck houses, and new fore-castle with six bunks. The after deck has been sectioned off with a system of pen-boards—likewise entirely new—and extra timbering has been placed within the hull to strengthen the bottom so that it can withstand the concentrated weight of the mighty diesel.

The gypsy-heads or hauling-winchies which are a feature of the paranzella type of trawler are operated by power taken from the main diesel. An extension-shaft, with a clutch on the fore part of the fly wheel is controlled by levers on deck, beside the gypsies. Thus the man who is handling the warp can reach over with his left hand and control the operation of the winches without any assistance from the engineer or anyone else.

French Skipper

Captain Louis Le Buanic, native to the French fishing provinces of Brittany, is master of the re-built and dieselled "T. G. Condare." He is inordinately proud of his ship and declares that it is the most commodious and comfortable vessel in the whole fleet of trawlers that lies over week-ends in San Francisco Bay.

"We will carry only 8 in the crew," says the skipper, "but there is room in the fore-castle for a dozen. We have a fine galley, too, and the men will be just as comfortable on board as ashore."

Le Buanic is a man of interesting history. Born in France, he went to sea at an early age and eventually signed aboard one of the 3-masted barkentines that the men from Southern France have in service for salting cod on the Grand Banks of the western North Atlantic. It was while on a cruise aboard one of these that Le Buanic was cast away—that is, he was lost at sea in a dory. Thick fog shut him from view of the mother ship, and he was left alone on the ocean. Nothing daunted, the young fisherman grabbed up his oars and started to row for Newfoundland, and had travelled a score of leagues when a Nova Scotia fishing schooner made him out, picked him up, and carried him in to Halifax.

"That country was all right," avers Le Buanic.

So he stayed. But in 1908 he voyaged around to California, and liking it here much better, decided to remain. For years he followed steamschooner work, but last year returned to fishing. In the employ of the Standard corporation he captained the ill-fated "Pulaski" and later the "T. G. Condare," which is his present charge. He feels that the big diesel is almost an absolute guarantee of success.

"Now watch us catch fish!" says Le Buanic.

Fish Harbor to Have Better Lights and Fog Signal

ADDITIONAL and better helps to navigation are to be installed at the entrance of Fish Harbor, Terminal Island, California. The present steadily-burning oil lamp is to be replaced with brilliant, electrically-operated flashing lights set 10 feet higher than the beacon now in use. As guidance to the boatmen during the night fogs of winter a nautophone signal will be installed.

City to Co-operate

Captain H. W. Rhodes, superintendent in the Southern California district of the Federal Lighthouse Service, has recently advised Geo. Nicholson that he is prepared to install the improvement above detailed in the brief period of 60 days. Captain Rhodes has asked the Harbor Department's engineering office to construct new bases or foundations on each side of Fish Harbor entrance. The Harbor Department responded immediately by submitting plans and specifications to its Board of Commissioners on Wednesday, June 23. The Board approved the proposal and President Allen ordered the work commenced immediately.

Much Better Lights

Raising the bases for the lights will greatly increase the conspicuity of the flares that they will omit; the intermittent character of the beacons will add to the ease with which they are distinguished from other bright stationary lights ashore, and prevent the confusion that has occurred frequently in the past.

Electrically operated, the nautophone fog signal will be installed at the shore

end of the Fish Harbor breakwater. Both this signal and the flashing lights will be controlled from a switchboard that will be placed in the Fish Harbor Fireboard Station. Under-water electric cables will connect the lights with the station while a land-wire will actuate the nautophone signal.

Perfect Tuna Ship Base

These improvements, together with the dredging which is now under way on a \$71,000 contract, will make Fish Harbor the best-equipped and most highly specialized fishing ship port on the American continent. Every facility necessary to the operation of the tuna, sardine and mackerel fleets is found there, conveniently grouped with associated services.

FISH BOAT WIRING

Ets-Hokin & Galvan have been very busy with electrical wiring in the fish boats recently constructed.

The recent jobs awarded to Ets-Hokin & Galvan have been the "Senator" and the "Musketeer" on Terminal Island, the "Alert" in San Diego and the "Heston" in Long Beach.

When a fishboat wants a real job the owners should look up the size of the electrical contractor and his financial standing.

Ets-Hokin & Galvan have been in the business for years doing the first 100 per cent conduit jobs in Southern California.

The boats "Nisshin," "Enterprise," "Siella," "Lusitania," "Gloria R.," "8 Brothers," "Hermosa," "Southern Cross,"

"Glory of the Seas," "Alert," "Senator," "Musketeer," "Shasta," "Bergan," "Heston," "Geneva," "Venus" and "Pandora" are just a few of the Southern California boats that have been wired by Ets-Hokin & Galvan of Wilmington. Their San Francisco shop wires practically all the fishing boats built on San Francisco Bay.

Ets-Hokin & Galvan report very good business for the past month. Their searchlight business has grown very much lately and they are selling a lot of lights to the new big fishing boats.

The electrical end of their business puts them in a position to give service on searchlights, runing lanterns, lamps, fuses, et centra. Their electricians can suggest proper types and sizes of lamps, searchlights and fuses. Electrical wiring has been their main business for over ten years.

Ets-Hokin & Galvan wired the "Senator," "Musketeer," "Alert," "Johnny Boy," "Lucky Star" and the "Heston" so far this year, which leaves out only one since the launching of the "Senator." They have orders to wire some more when they are ready.

AT OLYMPIA, WASHINGTON

ERNEST GRIBBLE, manager of the Port of Olympia, Washington, advises that definite plans are now being made by the commission of which he is the head for the construction, during the early spring of 1931, of the first unit of another large cold-storage plant.

Accommodations will be furnished for the preparation and storage of fish.

It is also planned to construct in close proximity to this cold-storage plant suitable mooring and out fitting facilities for fishing vessels.

Parke & Kibele, Inc.

Superior Service for
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Fishermen's Cooperative Association

Membership 65 Purse-Seiners
Average 8 Men to Boat
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of our members. Information
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Southern California Japanese Fishermen's Association

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loyal to the interests which it tends
to serve.

Telephone 3595
TERMINAL ISLAND, CALIF.

RAINBOW SAVED*(Continued from Page 31)*

damage is in the vicinity of \$2,500. Rule & Sons had the insurance.

"But what about your main engine? Wasn't it damaged or thrown out of line?" Padovan was asked.

"Absolutely not. It wasn't injured at all. The only repairs that were needed in the engine room were the fixing up of the line shaft. Our Western Enterprise brought us home just as always. That's all there is to it."

Better Than Ever

While in drydock a new Western Enterprise wheel was fitted to the "Rainbow's" shaft, the result being a gain in speed that is astonishing.

"With the wheel we had before, our regular rate of travel was 10.3 knots," states Padovan. "We made 12.8 knots yesterday over the measured course between the Red Buoy and the breakwater's lighthouse. Now all that we have to do is get our compass adjusted, and we'll be ready to go fishing."

OREGON BOAT BEACHED

THE CREW of the salmon troller "Yakanan" narrowly escaped drowning on July 20 when they were beached by a big breaker while trying to run across the Siletz Bar. The men believed themselves safely across the critical strip of broken water when a combor rolled in against them, striking the "Yakanan" broadside and sweeping it along until striking the beach. The Siletz Bar is off Taft, Oregon.

PLENTY OF BUSINESS

"WE HAVE wired the greater part of the fishing boats built on San Francisco Bay during the past month," state members of the organization of Ets-Hokin & Galvan, electrical installation engineers of 181 Steuart St., San Francisco.

Here is a list of some of the jobs:

"Serra," for S. G. Clifford.

"Sebastian L." for the S. Larco Fish Co. of Santa Barbara.

"T. G. Condare" for the Standard Fisheries Co., San Francisco.

"Familia Piazza," for S. Piazza.

"Miss California," for S. Crivello.

"Five Brothers," for J. Crivello.

"Mary," for J. Cresci.

"Ohio III," for T. Monaka of Monterey.

"CLEM STOSE, San Diego distributor of "C-O-Two," entered his yacht, the "Teve," in the annual Pacific Coast Regatta held under the auspices of the Newport Harbor Yacht Club, August 4 to 9, inclusive.

Stose never misses the regattas.

U. S. ORDERS INGLES

FINLAY M. DRUMMOND, president of the Ingle Manufacturing Company at San Diego, was pleased a few days ago to receive a repeat order from the U. S. Naval Air Station at Pensacola for two large "No. 24" ranges of his make.

Last January he sold a number of ranges to the Air Station, supplying them complete with under-ground water-pressure oil systems and under-ground oil

tanks with pumps. The government cooks have been so well pleased with the ranges that they have caused the duplicate order to be sent in, and demand shipment at the earliest date possible. Accordingly, the two "24's" will be withdrawn from stock at once and will go forth via the S. S. "Florence Luckenbach" which will clear from San Pedro on August 15. Arrived at New Orleans, the ranges will be transhipped by rail to the flying field at Pensacola.

FRED SCHELLIN, and E. J. (Eddy) Ghio, president and treasurer, respectively, of the American Fishermen's Protective Association have endeavored to take their annual vacations during late July and early August. However, due to the large catches of yellowfin arriving at the various canneries, and numerous calls by Association members for the personal attention of these two officers, their vacations have had to be postponed.

These gentlemen will endeavor to "sneak in" a little vacation at the close of the tuna season, prior to the opening of sardine fishing.

THE BOAT "TACHIBANA" formerly owned by the Van Camp Sea Food Co., Terminal Island, was damaged to the extent of \$1500 by fire, the engine room and pilot house being practically destroyed.

This boat was purchased by the Harbor Boat Building Company, which is salvaging it, and expects to have it in first class order September 1.



ETS-HOKIN AND GALVAN

MARINE ELECTRICIANS—MARINE EQUIPMENT



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--- 218 AVALON BLVD., WILMINGTON, CAL.
PHONE - WILMINGTON 891



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BACK, UP AND DOWN AND
YOU'LL STILL GET

LIONOIL

AND

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OR BELOW, YOU STILL GET

LIONOIL

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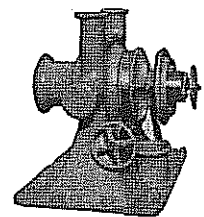
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WHISTLES
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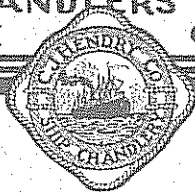
For the Fishing Boat

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The Fishermen's Problem— Hull and Net Preservation

By A. J. COHEN

Technical Director of
The C. A. Woolsey Paint & Color Co.

CONSIDERING the amount of money invested by the fisherman as against his annual volume of business, the economic importance of maintaining all his equipment in the best possible condition becomes at once apparent. It is vitally necessary for him to exert all efforts to prolong the life of the equipment used in his fishing activities.

Difficulties experienced in connection with the maintenance of wooden boats operating in salt water, are due largely to the destructive action of living organisms. Some of these actually destroy the wood, whereas others cause annoyance and delay by adhering to the bottom, increasing the weight of the vessel, sometimes to the extent of many tons.

The "Teredo Navalis"

The organisms capable actually of destroying wood are called "borers." They are divided into two classes, the molluscan and the crustacean. The molluscan group is composed of various classes which can in turn be divided into species differing from one another because of unlike environment and habitat. The most destructive organism in this group is the so-called "Teredo," which seems to grow as it continues to bore through the wood. The head of the Teredo is equipped with cutting blades of shell with which they do the boring. Teredos have long worm-like bodies which grow to fill the space excavated by the shells. Two small organs, the pallets and the siphons, are found at the opposite end of the body from the head. These animals enter wood through a minute hole through which they later obtain their supply of water, oxygen and food. The siphon extend into the water through this hole and when the animal is disturbed or the condition of the water is unsatisfactory, the siphons are drawn in and the hole plugged tight by the pallets.

There may be many thousands of "teredo" in a plank, without any outside evidence of their presence, except the entrance hole, which frequently is only 1/100th of an inch in diameter.

The "Limnoria"

Of the several species of crustacean borers, the best known and the most destructive is the Limnoria. These excavate small galleries on the exterior of the wood and are so numerous that the surface becomes thoroughly honeycombed,

lacelike, and in time floats away, thus uncovering a fresh surface to attack and on which the action may repeat itself.

Finally the Barnacle

Of the class of organisms causing difficulty by adding weight, the best known is the barnacle. It is said to belong to the crab family. Being bi-sexual it fertilizes its own eggs, retaining the young

the surface. The barnacles grow to a considerable size; three-fourths of an inch to several inches in height, and one to two inches in diameter. They thrive mostly in rivers and harbors where the water is brackish, seldom being found in ocean waters, or deeper than six to ten feet below the low-water mark.

Search for a Cure

The struggle against troublesome and destructive sea organisms is an ancient one. Many methods have been tried in a desultory fashion. Only recently scientific study and research was applied to this perplexing problem. First a thorough investigation was made of the life and breeding habits of the various types of marine growths. Then with a greater knowledge of these, it was possible to institute a logical search for some one or more compositions capable of destroying these growths or at least neutralizing their effects.

Early in the work, it was realized that a successful composition must be able to destroy the embryo, before it has an opportunity to begin its career of destruction and annoyance. Much study was given to the investigation of all kinds of preventive methods, such as various surface coverings, effective toxic compounds, and efficient vehicles for the incorporation of the toxic material. As a result of this research, witness the availability on the market today of very effective paints for wood bottoms, as well as compositions modified so as to be applicable to steel ships. These latter have as their mission not only the inhibition of fouling, but also the delaying of corrosion.

The Care of Nets

Important as it is for the fisherman to protect his boat, it is just as vital, economically, to give full attention to the preservation of his fishing gear, which includes piles, rigging, and netting. All of these are subject to deterioration by salt water and to fouling by various marine organisms. Fouling continuously increases the weight of webbing so that with deterioration going on, a point is ultimately reached when the weight is too much of a strain for the twine and a break occurs. Sometimes the increase in weight is so great that it is not unusual for a storm to rip the net from its moor-

(Continued on Page 36)



GEO. A. DWELLE
West Coast Manager for C. A. Woolsey Paint
& Color Co.

within its shell-cavity until they hatch. Upon opening a valve they issue forth in a cloud, and an individual barnacle may produce possibly a million young. In its first swimming stage the barnacle is barely visible. After a period its form is changed and it becomes a minute bivalve, like a clam. It is then called a cyprid. In this form it swims freely and has arms with sucker disks for providing itself with food and for attaching itself, the attachment being accomplished by means of a secretion like glue; once thoroughly adhered it is difficult to remove it without removing a portion of

THE FISHERMEN'S PROBLEM

(Continued from Page 35)

of the country. The chief value of these, as far as prevention of fouling is concerned, lies in their phenolic constituent—which, fortunately, is soon washed out by the action of the water, after which fouling occurs.

A further disadvantage of tars is that they render the nets stiff, thereby increasing the strain the twine must stand. The author has observed tarred nets that had been put away in storage over the non-fishing season, which were so stiff as to render their further use impossible.

"Peruvian Bark," etc.

The chief recommendation of tars is their cheapness. On the other hand, while initial cost is important, it is far better business to observe the ultimate cost.

Another method used to obtain preservation of the nets, pliability and anti-fouling properties, called for the use of tanning material and copper sulphate. The results taken as a whole did not prove very encouraging. Various types of asphalts were also used but without success.

Regarding tanning, the following is from a report of the U. S. Bureau of Fisheries: "Next to tarring, barking or tanning is the commonest preservative treatment applied in this country. Used alone it is of no noticeable value as a preservative. It adds a brown color to the lines, but by making them harsh greatly impairs their ability to withstand mechanical wear or abrasion. It stiffens the lines and has the further effect of shrinking them more than any other preservative."

Having observed the effectiveness of some Copper Paints in preventing fouling, the fisherman has adopted the same for the dipping of his fishing gear. This proved to be the most efficient treatment until the more recent development of Copper Oleate. While the results proved successful, this treatment had the disadvantage of adding weight to the twine and cause it to disappear. It is evident, therefore, that the fishermen must seek some kind of treatment for his nets which will not only preserve them, but will also prevent fouling. The ideal treatment is one which will keep the twine from rotting, stop fouling, and yet maintain the web in a soft, pliable condition so that it can give way with the action of the water, without undue strain.

The Two Tars

Until recently pine tar and coal tar were used extensively in some sections

and rendering it stiff, although not nearly to the degree caused by the use of tars.

Copper Oleate

A few years ago, the Bureau of Fisheries instituted a scientific study of the problem. A great many compounds were tried. Copper oleate proved very effective as a fishing gear protector. In its pure form it is a rather hard and waxy compound, soluble in various solvents such as kerosene, gasoline, and benzol. Because of its hard nature, and to obtain solutions readily, it was found necessary to add a small amount of other compositions to produce a soft paste.

Considerable attention was directed to the type of solvent to be used with copper oleate. Kerosene was used almost exclusively at first. Observation soon disclosed the inadvisability of using this solvent since it increased the rate at which the copper oleate washed out of the twine. A light petroleum distillate, such as 62° naphtha or gasoline (which evaporates completely), was found superior to kerosene. The latest development has been a ready-mixed solution of copper oleate in a specially-designed vehicle, which latter has the function of aiding in staying fouling, tightening the knots to prevent slipping, and helping to preserve the twine. The nets are thereby maintained in a pliable condition even after being in storage throughout the entire winter.

Here Are Directions

The most effective proportions are $3\frac{1}{2}$ to 4 pounds of copper oleate per gallon of solvent (benzol, benzine or gasoline), for pound-netting and cordage, and $1\frac{1}{2}$ to 2 pounds per gallon of solvent for gill-netting. Furthermore, best results are obtained by re-dipping the nets periodically; every four months in the case of pound-netting, and more frequently for gilling gear.

Lobster pots, due to the nature of their construction and to the depth at which they are used, are best treated with an efficient copper paint. Sometimes pine tar and coal tar are used in conjunction with copper paint.

Recently the Bureau of Fisheries suggested a new type of composition calling for various tars, gas tar oil, cuprous oxide and mercuric oxide. This is very similar in principle to copper paints previously used, with the added advantage that webbing weight is not materially increased because of the low pigment concentration. The difficulty with this type of product is setting out of the pigment

on storage. Care is not always taken in mixing the product to bring the pigment into uniform dispersion as when originally manufactured, the result being that at times this treatment is effective and not at other times.

Fisherman using considerable quantities of copper oleate found that excellent results could be obtained by adding one pint to a quart of an efficient copper paint to a gallon of copper oleate solution. Experiments along these lines seem to confirm their results.

The development of a composition that will prevent fouling while at the same time preserving the textile is really in its infancy. Research thus far has wrought many favorable results and the benefits that can be derived from a continued study can hardly be overestimated.

In conclusion it should be pointed out that the copper oleate treatment is only effective when applied on new netting or twine which has previously been painted with copper oleate compositions. Where the nets have been tarred or treated with copper paint, the most effective treatment is to continue the use of copper paint.

ERRATUM

IN DESCRIBING the timbering of the "Belle Isle" in the July issue, a comparison was made between its frames and those of the "Chicken of the Sea." According to Park & Kibele, the builders, the "Belle Isle" frames are double $4\frac{1}{2}$ -inch, while those of the other vessel are double $5\frac{1}{2}$ -inch stock. The "Belle Isle" has a frame every 18 inches along its keel; those of the "Chicken of the Sea" are spaced 22 inches between centers.

NEW CANNERY

ALEX. PALADINI, V. A. Cardinali and other fish men and brokers of San Francisco and Pittsburg at the present moment are completing plans for the construction of a large sardine cannery at Pittsburg. Finances sufficient to warrant the immediate commencement of construction are said already to have been provided, and the promoters expect to have the plant in production during the present sardine season.

Pittsburg has been chosen as the site of the new institution because of the newly-discovered rich sardine schooling grounds off Pt. Reyes and the Farallon Islands. These northern pilchards have been proven to be much superior to the southern fish.

Let the Sun Shine
and the Wind Howl
and the Rain come down in sheets

they will have no ill effect on decks fitted with

KUHLS'



Other
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Elastic Seam Composition
No. 2 provides perfect,
positive protection to the
hull. Elastic flat yacht
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for laying canvas on decks
housing and hatches. Also
for canvassing and repair-
ing canoes.

It is pliable and elastic
under the most severe
conditions. Even after
your boat has been laid
up all Winter, you will
find her decks as good
as new if Kuhls' has
been used. In five col-
ors, white, gray, black,
yellow and mahogany.

H. B. FRED KUHLS

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65th Street and 3rd Avenue, Brooklyn, N. Y.
Established 1889

All Marine Supply Dealers carry Kuhls' Products

PERKO

Fig. 476

Fig. 512

Fig. 492

Fig. 543

Fig. 6-90

Fig. 420

Fig. 473

Fig. 531

Fig. 151

Rear view showing method of changing bulb

"From stem to stern, discriminating boat builders and yachtsmen specify 'PERKO' Equipment—a choice endorsed by boat builders of national reputation—Chris-Craft, Dodge, Hackercraft, Mathews, and many others.

The improved Perko Searchlight is made of extra heavy brass, with bronze fittings. Long distance projection is insured by the U. S. Navy designed glass mirror reflector made by Bausch & Lomb Optical Co. The use of a standard low voltage searchlight bulb renders replacement promptly available from any electrical dealer. Furnished with wheel control, as illustrated, or with lever control handle.

It pays to keep in touch with "PERKO" progress through your nearest source of supply. Write or ask for the 68-page catalogue describing many other styles of marine lights and hardware accessories guaranteed by the name of "PERKO."

PERKINS MARINE LAMP CORPORATION

923 E. 3RD ST., LOS ANGELES, CAL.

NORMAN S. WRIGHT & CO., AGENTS
41 SPEAR ST., SAN FRANCISCO, CAL.

608 PIONEER BLDG., SEATTLE, WASH.

OILASTIC FINE MARINE VARNISH

Serves best where the wear is hardest. Waterproofs and preserves the surface. Does not sun-check, crack, blister, or easily mar. Produces a tough, long-lived yet pleasing, velvety finish. Most effective for finishing and re-finishing of all kinds of hardwood and inlaid flooring and all fine wood finishes. OILASTIC is a firm and lasting finish for all woodwork and metal on SHIPBOARD. OILASTIC is proven the most effective coating against the action of SALT AIR, SEA FOG AND SALT WATER. OILASTIC effectively retains and protects color for a long period of time.

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LOS ANGELES, CAL., U. S. A.
C. J. HENDRY CO., Distributors

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**MARINE PAINTS, VARNISHES,
SPECIALTIES, COPPER PAINT,
RED, BROWN, GREEN,**
Products the Trade Have Learned to Respect

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Los Angeles, Calif.

DRAGICH BUYS PAULIN INSTRUMENT

PETER DRAGICH, whose new tuna cruiser is under construction in the yards of the Harbor Boat Building Company at Terminal Island, recently purchased an American Paulin System Barometer for the new vessel.

MOVIE STAR FIXED HIS BOAT

EVERYBODY KNOWS John Gilbert. Almost everybody knows that he owns the cracking good yacht called "The Tempress." But what almost nobody knows is the clever way in which he repaired the hull of that fast little craft on an occasion when he had the bad luck to stove her in badly, some time ago.

She was not exactly "stove in," but only seriously sprung inboard, or dented as one might say. A large depression that spoiled her looks was clearly evident, although she did not leak a drop. To bring her back to handsome perfection, without the expense of rebuilding her side—and the consequent loss of the use of the yacht during the very height of the boating season—Gilbert had her hauled out, the paint removed, and the depression evened out by filling it with Duratite wood dough, carefully smoothed to a fine thinness at the edges.

W. L. SHEPHERD, formerly of San Pedro, is fishing halibut with his boat, the "Springtime," out of Eureka this season.

C. J. HENDRY COMPANY NOTES

Jack Logan, price clerk, and Anthony Ghio, salesman, left their respective positions July 26th and caught the first boat for Catalina Island, where they will sojourn for two weeks. Both of the boys have promised themselves some deep sea fishing while on vacation.

Harry Knight, salesman, has three lines. Two of them are finger printing and blue rock shooting. The third is??

Julian Gatiglio purchased himself a new Chevrolet sedan in which to enjoy his vacation and visit friends and relatives in Fresno and San Francisco.

Carl J. Larson, salesman, purchased a new Buick sedan and expects to take in the Sunday races at Tia Juana hereafter.

HAND-MADE BINNACLE BOX

CAPTAIN PIERNEY, master of the "Neskleetia," who fishes for the Van Camp Sea Food Company, has recently purchased a new Ritchie & Sons compass from the C. J. Hendry Company, distributors. A special hardwood housing has been built by an expert joiner, the construction being such as to incorporate certain principles of indirect lighting, which Captain Pierney wants as features of the new binnacle. Being a stickler for perfection in navigation instruments, it is eloquent that Pierney has selected a Ritchie-made indicator of direction.

HENDRY BECOMES INGLE AGENCY

THE C. J. HENDRY COMPANY has become the San Pedro representative for the Ingle line of stoves and ranges. Their agency for the Ingle Manufacturing Company went into effect on July 20, and the next day the Hendry salesmen stepped out and sold a No. 118 model Ingle range to Peter Dragich. The new oil-burner is to be installed aboard the Dragich tunaman, now being built by the Harbor Boat Building Company.

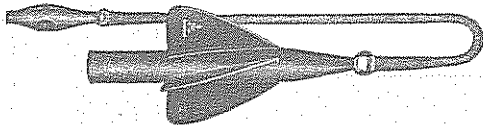
TUNA SKIPPER BUYS "SHIPMATE"

CAPTAIN D. TANI, who will go master of the "San Lucas," has just bought a Shipmate range for the galley of that vessel. The model that Tani selected is the Shipmate No. 61.

The "San Lucas" is now nearing completion in the yards of the Al Larson Boat Works, Terminal Island, and Captain Tani expects to make the trial run about August 17. He states that he is especially partial to the Shipmate stove for the reason that it gives off less heat than do some other makes. This, the captain holds to be an important consideration, especially when it is foreseen that the vessel is to spend a major portion of its time in cruising South Sea tuna grounds, where conditions of temperature are excessive.

Thomas Walker & Son, Ltd.

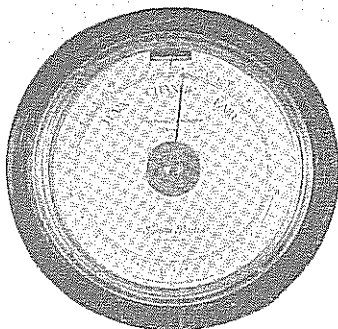
Patent Ship-Log Manufacturers



Finest Logs and Parts Obtainable

C. J. HENDRY CO., Distributors

NOW YOU CAN FORECAST YOUR OWN WEATHER



With this Accurate Barometer

Why risk your profits—your boats—and your men—when for a few dollars more you can have the most accurate weather forecasting instruments made—the "Paulin" Weather Bureau Barometer. You can't afford to guess wrong about weather. Inspect Paulin Barometers at our store.

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ROPE

EXTRA SUPERIOR MANILA

has been the standard of comparison for West Coast Fishermen since 1856.

EXTRA SUPERIOR MANILA is a guarantee of strength and flexibility resulting in Rope Efficiency and Economy.

TUBBS CORDAGE COMPANY

San Francisco, California.

FISHBOAT FIRE INJURES OWNER

CARELESSNESS with a lighted cigarette landed Captain Francisco Torregiano, master of the fishing boat "A 77," in the San Pedro General Hospital recently. The accident occurred while the captain was washing out the bilges of his boat with gasoline, July 18 last. The craft was moored alongside the wharf at Berth 109 when it burst into flames. Torregiano was severely burned and his ship was damaged to the extent of some \$1,200 before the inferno was extinguished by Fireboats Nos. 1 and 2.

It seems that the "A 77" had no fire-fighting apparatus aboard such as would have put out the blaze automatically.

"SANTA CRUZ HANSEN" BUILDS LOBSTER BOAT

CAPTAIN FRANK HANSEN, known among boatmen as the "King of Crawfishermen," recently completed a 25-foot boat, which he built with his own hands and christened the "Husky." Hansen uses the new craft around the Santa Barbara islands, during the crawfish season. Its broad stern and its stability are assistances in the easy setting of lobster traps.

The captain's 55-footer, the "Loco," will act as mother ship during the present season. This vessel is well known in the crawfish fleet, where it has been the con-

spicuous element in Captain Hansen's \$6,000 and \$7,000 catches for several seasons.

During recent weeks Captain Hansen outfitted his new "Husky" entirely with C. J. Hendry Company products; at the same time he tore out all old installations on the "Loco" and made replacements with a Shipmate stove, new Columbia propeller, Thomas Laughlin steering gears, Wilcox Crittenden deck equipment, two Ritchie compasses and A. B. Sands & Sons toilets. Woolsey paint has been applied to decks and bottom. Captain Hansen was particularly insistent on obtaining an adequate supply of Bibbs seine twine, which he states has served him with much success for many seasons.

ARSON BY ACID

CAPTAIN PALMIRO GLIGO of San Pedro, master of the fishing boat "Peter Pan," had the gleam of war in his eye last July 17 when he discovered that a cowardly trick of vandalism had been played against him. Gligo and his crew were preparing to place aboard ship the net which they had there-to-fore stretched upon racks for repairs, when they discovered that some disgruntled individual had thrown acid over the webbing, partially destroying the gear. The net was worth about \$5,000, says the injured owner. Fully a week of valuable fishing time will be lost in making repairs.

SPEAKS MANY LANGUAGES

WILLIAM J. MAGGIO, manager of the C. J. Hendry Company's San Pedro branch, announces the appointment of Carl J. Larson as outside salesman to call on all Scandinavian and French vessels arriving at the port at Los Angeles harbor. It develops that Larson has an excellent knowledge of French and the Scandinavian languages and, in addition, is familiar with the C. J. Hendry chandlery stock.

CAPTAIN JOHN GABELICH BUYS "WAGNER" ALUMINUM

CAPTAIN JOHN GABELICH, man of many friends, dropped into the San Pedro branch of the C. J. Hendry Company during the middle of July to outfit the galley of his new tuna cruiser, the "Belle Isle." The skipper laid in a full complement of cast aluminum ware of the "Wagner" brand, even to such small utensils as funnels—which customarily are of tin.

John J. Beusan, restaurant man and expert cook, who has been acquired by Gabelich to take charge of the handsome galley in the big cruiser, is elated with the aluminum equipment. Aside from its superior cooking qualities, he favors the aluminum because he says that nothing advertises the meticulous cleanliness of a chef half so well as a galley full of shining, silver-bright aluminum utensils.

Gabelich has left nothing undone that could add to the convenience and comfort of his crew.

*"...and if They
haven't the Parts
We want. They'll
Get them for us"*

It is hard to find anyone who sells vessel range repairs who is not familiar with the SHIPMATE; so that ordering and obtaining parts for it is much easier than doing so for any other. It will be worth while to keep this fact in mind when selecting a range.



THE STAMFORD FOUNDRY CO.
STAMFORD, CONN.

Makers of

SHIPMATES

WOOLSEY'S

WOOLSEY has kept faith with the fishermen since 1853 and has never produced better Paint than NOW.

WOOLSEY'S COPPER "BEST" Paint, the World's Standard for Wooden Bottoms. It contains more copper than any other paint on the market.

WOOLSEY'S COPPER OLEATE Fish Net Preservative. Strongest on the market. Used by those who know True Value.

WOOLSEY'S TUNGSPAR VARNISH will Not Turn White, Crack or Blister.

Distributed by all the
leading Ship Chandlers.

C. A. Woolsey Paint & Color Co.
JERSEY CITY, N. J. SAN FRANCISCO, CAL.

COLD STORAGE PLANNED

Definite plans are now being made by the port of Olympia, Wash., for the construction during the spring of 1931 of the first unit of a large cold storage plant in which accommodations will be furnished for the preparation and storage of fish, according to announcement by Ernest Gribble, manager of the port.

Mr. Gribble states that it is also planned to construct in close proximity to this cold storage plant suitable mooring and outfitting facilities for fishing vessels. Cold storage facilities thus far constructed at the port are devoted entirely to the agricultural industry. Many inquiries for the storage of fish and fish products, received by the port, have brought about the plans now under foot.

CAP. OSTROM BUYS

A HENDRY SEINE

CAPTAIN Fred Ostrom, master of the big tunaman "Northwestern," is due to arrive in the land of the palm and eucalyptus about August 15. Ostrom, cold-weather man from the gusty north, is invading placid tropic seas with the avowed purpose of getting rich in the yellowfin tuna game.

Judging from the foresight he is manifesting he is very apt to do so, too. Instead of arriving in unaccustomed waters with a deck load of Alaska or Puget Sound herring gear or B. C. pilchard tackle, he has sent instructions ahead and is having the C. J. Hendry Company cut and hang for him such a bait net as is known to be successful in the southern reaches of the West Coast.

Wm. Maggio is having his staff of old rack-men tailor a 275x27 fathom seine, and when Captain Ostrom arrives he can

be altogether confident that he has a fishing tool that is correct and efficient.

It is a conceded fact that the Hendry firm has in its employ the most skillful rackmen of California. For 50 years they have somehow been able to keep within their organization the best of these that the fisheries knew. Ostrom went to the right people for his seine.

"AMERICAN CHAIN" stud link anchor chain was a portion of the very substantial order for deck equipment sold by Joe Brannon, manager of the C. J. Hendry Company's Terminal Island store, to Captain Tani, skipper of the new tuna ship "San Lucas." Captain Tani also purchased 500- and 800-pound navy-type anchors from this chandlery firm.

VESSEL EXPLOSION

THE TUNA ship "Grace," fishing for the Southern California Fish Corporation, recently blew up at the dock, seriously injuring Captain Mori, the master.

The accident occurred while the Captain was endeavoring to start the engine, which back-fired, igniting explosive fumes in the engine room.

Charles Houghton, manager of the Behrendt Levi Company, Inc., had the insurance account. He states that the boat was a complete loss.

GILL BUYS "MIHO"

THE FISHING boat "Miho" has been sold by the Van Camp Sea Food Company, Inc., to Jack Gill, who immediately placed the vessel in the Harbor Boat Building Company's yards for a general checking-over prior to his departure for Ensenada, Mexico. Gill plans to fish tuna for the so-called "Ensenada cannery" at

Sausal, B. Cfa., for the next 60 days. He has had his 2-cylinder 30-h.p. Bolinder diesel overhauled and states that he will be ready for the southward run by August 10.

Gill is an expert lobsterman, and is a lobster operator who has maintained 12 camps between the Mexican border and Turtle Bay during the 1929-1930 season. He expects to install 3 additional camps during the coming season. His lobster tenders deliver to various San Diego wholesalers.

"ST. THERESE" COMPLETED

THE "ST. THERESE" is in commission again. After having undergone reconditioning amounting to more than \$10,000 it has been modernized in every detail and returned to the harvest of the deep.

As originally built the "St. Therese" was a line-shaft job. The ship operated under this plan for a considerable period, but at last Capt. Frank Silva became desirous of revising the engine room, and bringing it up to the highest known standard of perfection. Accordingly, he engaged the California Electric Works of San Diego to convert the vessel to all-electric machinery. The list of motors used follows:

1 30-Kw. generator, coupled to the main diesel.

1 30-Kw. generator, coupled to the auxiliary diesel.

1 20-h.p. motor, coupled to the 8" bait pumps.

1 5-h.p. motor, coupled to 5-ton Lipman compressor.

1 5-h.p. motor, coupled to 5" bilge and fire pump.

(Continued on Page 45)

ELWEL MACHINE CHAIN



Straight Link Electric Welded

Trade Size Number	Wire Size W. & M.	Inside Length Inches	Links per Ft.	Weight per 100 Ft. Pounds	Tensile Strength Pounds
5	12 Ga.	1 1/2	24	9	620
4	11 Ga.	35/64	21 1/2	12	750
3	10 Ga.	39/64	19 3/4	16	875
2	9 Ga.	5	19 1/2	20	1000
1	8 Ga.	41/64	19	23	1140
1/0	7 Ga.	23/32	16 3/4	28	1310
2/0	6 Ga.	51/64	15 3/4	32	1510
3/0	5 Ga.	53/64	14 1/2	37	1760
4/0	7/32"	59/64	13	39	1990
5/0	3/4"	15/16	12 3/4	59	2660
6/0	9/32"	1	12	72	3420
7/0	5/16"	1 17/64	9 1/2	86	4260

Dimensions and weights are approximate.

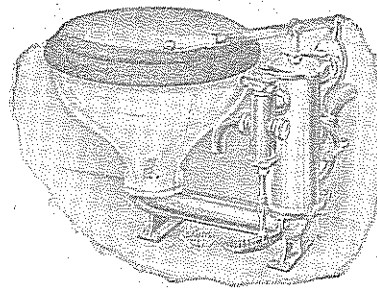
C. J. HENDRY CO.

The Durability and Low Maintenance
Cost of

SANDS PLUMBING FIXTURES

adapts them for the strenuous service
demanded on

FISHING BOATS



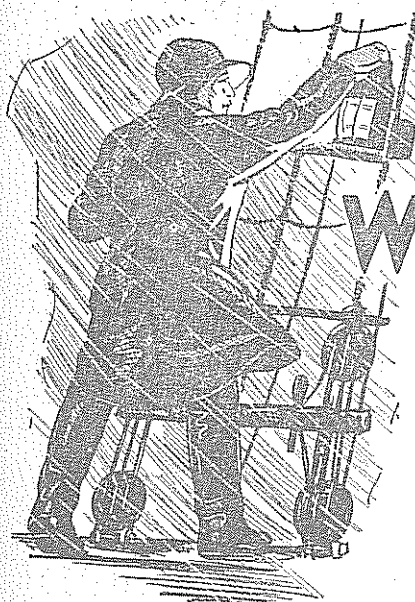
For more than seventy-five years Sands Plumbing Fixtures have been preferred for craft of all kinds from the little work boat to the most palatial yachts and ocean liners. There is a Sands Fixture to meet every plumbing requirement no matter how exacting it may be.

Illustrated is the Sands "Winner" Pump Water Closet for use above or below

the water line—a most attractive and serviceable fixture. Prices of the various finishes in which this closet is supplied will be sent on request together with catalog of other Sands Closets, Lavatories, Showers and accessories.

C. J. HENDRY CO.
SAN PEDRO, CALIF.

Or write direct to A. B. Sands & Son Co.
22-24 Vesey Street, New York City



on watch

JEFFERY'S Waterproof MARINE GLUES

Tenacious—Resilient
—Durable—Water-
proof—Non-
hardening

Modern boat construction demands a waterstop embodying the qualities of Jeffery's Marine Glues. Three-quarters of a century of satisfied users is its own endorsement.

There is a **Jeffery's Glue** for any leak
Send for free booklet "Marine Glue Uses"



PAINTING YOUR SHIP

NOW THAT voyages are of constantly lengthening duration, and the waters traversed are notorious for being infested with the destructive, wood-boring teredo navalis, vessel captains are more than ever alive to the necessity for proper protection for their wooden hulls. Long experience has proven that copper paint is the best discouragement that can be offered to the attacks of the teredo; but in order that the paint may have its maximum effect it must be applied correctly.

Geo. A. Dwelle, West Coast representative of the C. A. Woolsey Paint & Color Company lays down certain formulas for the proper application of the copper bottom paints which have won his firm wide fame:

"New wooden construction should have copper paint applied to the bare wood. Three coats should be used. The last of these should be applied a few hours before the re-launching. Subsequent paintings should consist of two coats. When the second coat has set the hull can be launched immediately.

Red lead or other 'priming coat' should never be used beneath the water-line, since normally the vehicle in the copper paint penetrates the wood contributing anti-fouling qualities while at the same time acting as a preservative. To apply a 'primer' greatly reduces this benefit since the interposed material tends to insulate the wood from the copper paint that is applied later.

"A copper paint of established reputation should be selected, the purchaser

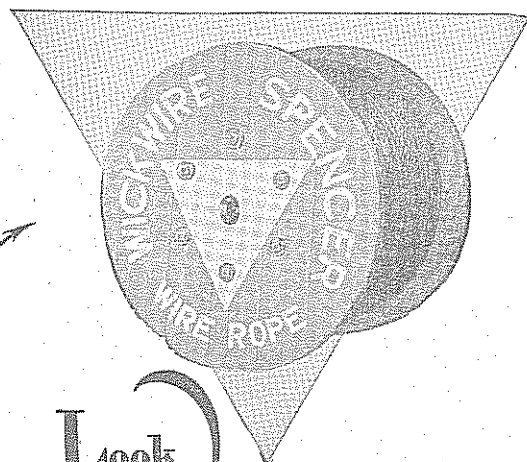
taking care to choose one that has the most copper oxide content. Good brown copper paint has a higher copper oxide ingredient than has either the red or green sorts, for the reason that in the cases of the latter two color pigments such as vermilion or chrome green displace a portion of the oxide. Deep-sea ships usually use brown copper paint exclusively. Yachts occasionally apply red or green along the boot-top line for the sake of appearance, but paint with brown between the keel and bilge.

"I think it of great importance, especially in the case of Southern California tuna craft, to emphasize the value of old copper paint that already is on the hull. NEVER SCRAPE OFF THE OLD COPPER PAINT. Put the new paint over the old, thus increasing the barrier to borers. Washing down or scrubbing a bottom is all that is necessary, and this should be done right after hauling out. Then, when the hull is thoroughly dry, it is ready for painting."

NEW TUBBS' AGENT

WALLACE I. ATHERTON has become associated with the Tubbs Cordage Company, San Francisco, to represent it in Southern California. Atherton is thoroughly versed in the cordage business, having been associated with E. B. Deming, president of the Pacific American Fisheries and Wm. Timson, president of the Alaska Packers Association in the formation of the Pacific Cordage Company, of which he was president and

For STRENGTH and UNIFORMITY Use—



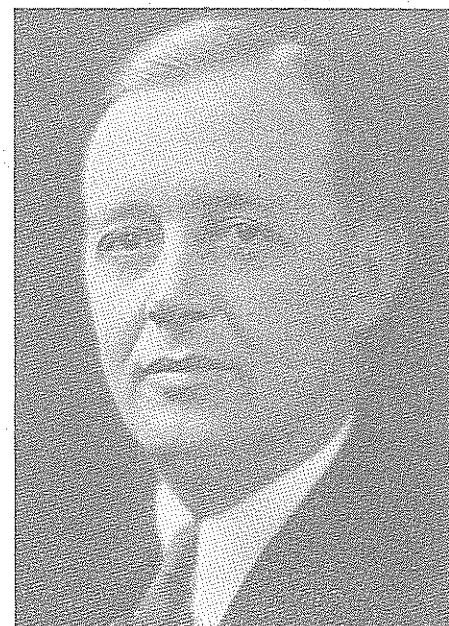
Look
for the
triangle
on the
reel

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WICKWIRE SPENCER WIRE ROPE

operating manager, from 1922 to 1928.

While engaged in cordage business of his own, he made a host of friends rang-



WALLACE I. ATHERTON

ing from Vancouver to San Diego. Now under the Tubbs banner he will have opportunity to renew friendship over a piece of rope in Southern California.

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can always depend on
Tower's Fish Brand

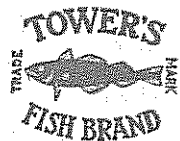
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Special Pants No. 751 for Tuna fishermen are reinforced in front with duck patch making a three ply wearing surface. Eyelets on bib (no buttons to catch on nets)—waist straps.

Insist on garments bearing this mark



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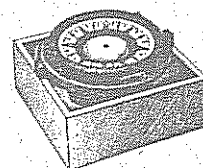
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THE SAN DIEGO SECTION

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Vast Yellowfin Tuna Bank Discovered off Coast of Mexico

*Twenty Tuna Ships Gather Upon New "Bonanza" Ground
Crews Catch Yellowfin Until Vessels' Rails Overflow*

A NEW YELLOWFIN tuna bank has been discovered. Fishermen out of San Diego describe the recently-found schooling area as "enormous" in extent, and state that in addition to the fact that it literally swarms with tuna, the fish all are of uniform size and the choicest of packing material. It is from this source that the remarkable catches of several of the ships have been drawn recently, each operator seeking to keep the whereabouts of his finds a deep secret.

Special Correspondence

John T. Reynolds, wireless operator aboard the crack San Diego tunaman "Navigator," writes to WCF in description of how Captain Freitas, master of that vessel, came to discover the whereabouts of the secret producing area:

"We left San Diego at 1 A.M., July twenty-third. Things did not look promising—wireless dispatches from other vessels announced that poor luck was being had on all the regular banks. We made inquiries over the air concerning bait and were told that there was plenty at San Quintin Bay, B. Cia., Mexico. We headed directly for the place, hunted around for a few minutes, and then set the net. We got plenty of bait, but it all was too small and in poor condition, so we turned it loose and scouted around a bit more before setting again. That time we got some that looked really good, so we took it aboard and started in the direction of Magdalena Bay—a place where good bait is always found.

Overtake a Light

"We kept in communication with other wireless-equipped cruisers while at the same time maintaining a sharp lookout ourselves, especially while crossing the Uncle Sam Bank—no fish. As we drew abeam of Cabo San Lazaro we sighted the range-light of a vessel that evidently was bound south—it was at night—by the time that we were off Magdalena Bay there was no doubt left.

"Stories had been circulating along the San Diego waterfront that one or two boats had been getting fish at a secret bank—good fish and lots of 'em. We followed the south-bound light, and nine or ten hours later arrived on a fishing ground—we took 35 or 40 tons aboard that day—all day long the boats joined us—the bank was tremendous.

Huge Schooling Area

"Without a doubt this is the largest bank yet found. The fish all are medium

sized and there are but few skipjack. We did not take any of these (skipjack) aboard while on the bank.

"The second day we caught about 50 tons of tuna—none large, none small. We got these fish in less than eight hours. You have never seen such fishing! ! We had to stop because there was no more space for the fish—the decks were covered from rail to rail—what a sight! !

The Fleet Gathers

"The boats that were cruising, searching for new grounds, spotted those of us who were lying on the bank and on the second day no less than 10 more joined us—the secret was out and the boats began coming from everywhere as if someone had shouted 'Gold'!

"The next day a nor'wester blew up and fishing was poor; we got about 15 tons in the morning and then left for Magdalena Bay to get more bait.

Suspicion General

"The current of thought was ridiculous. The crews on each of the wireless-equipped vessels seemed to think that the others had known all along but had been 'holding out.' The fact of the matter is that it was too big a secret—if it ever was a secret—and it was found out simultaneously by several of the boats, and again on the next day it was found out by some more.

"It is a pity that some of these people do not see the folly of giving out misleading information—to do so is in fact like throwing a boomerang, for the sender is likely to be the one who is hit. In this business time is truly golden, and cooperation between the ships that are equipped with means of intercommunication can be made invaluable. Through the use of wireless they can increase their own efficiency and earning power, and why should it matter if the other man also makes a little more money than ordinarily? Petty jealousy between the boats is the most costly indulgence imaginable. What we need is more good fellowship and mutual cooperation.

Magdalena For Bait

"We went to Magdalena Bay and filled up with new bait—we returned to the 'bonanza' bank, but the nor'wester had stirred up the water so that no fish were biting. We stayed two days, but N.G., so went back to the Uncle Sam Bank and got a few more tons. The next day we caught 30 tons, and the following day added 15 or 20 as a last installment. At

daylight in the morning we got under way with a bumper load—the largest the "Navigator" has ever brought into port—somewhere in the neighborhood of 150 tons.

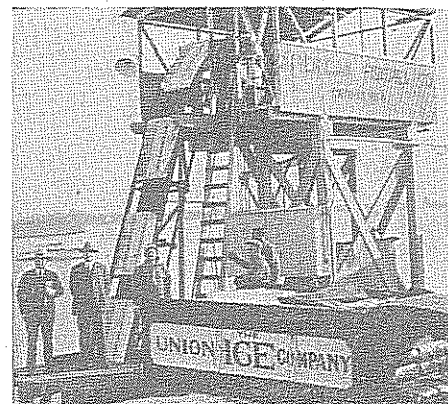
Crack Transmitter

"This transmitter is a great one for its power—we were calling 'KOK' one evening when Sayville, Long Island, heard us and cleared us—he reported our signals as 'R3' and '100% readable.' The set is a 75-watt master-oscillator power-amplifier with a zeppelin antenna, and certainly is a dandy for this type of small vessel service."

The "Navigator" has departed for the south again, and is now no doubt lying on the tremendously productive 'bonanza' area, filling up again with another \$18,000 load.

OLD BOATMAN DIES

M. F. Preoste, owner of the boat "Maine," died recently after a protracted illness. Preoste has been fishing out of San Diego since the year 1890.



The American Fisheries Company of San Diego runs hundreds of tons of Union ice through its crushers every month. Spectators of the rapid mode of icing fishing craft are: Perry B. Arnold, president of the Arnold Sales Training Institute; Ralph W. Smith of the Union Ice Company; Lee F. Nail, Clifford Monroe (in rear) and George Overshimer, all employees of the Union firm. Smith has nearly a dozen such husky crews and trucks with which to deliver ice to the crushers at any hour of the day or night.

Van Camp's Tuna Wharf Fitted With Steel Cranes

THE VAN CAMP Sea Food Company's San Diego plant is effecting large improvements in its facilities for discharging its growing fleet of tuna ships. Recently two steel derrick-masts were installed, one on each side of their famous unloading wharf. Provision of this superior shore machinery greatly expedites the work, and gets the vessels clear much sooner than is possible when they make use of their own tackle.

By the novel scheme now in practice, two cruisers can lie alongside at a time, one on either side of the wharf. While these are being emptied a third can make fast at the pier-head and send up its fish by means of its ship's gear. As soon as one of the boats under the derricks has completed discharging, the third vessel is warped around into the vacated position, whereafter its remaining cargo soon is lifted out.

Each of the three Van Camp berths has its separate conveyor and separate set

of scales. Thus there can be no confusion or mixing of fish lots that are being discharged simultaneously. The trio of scales each delivers its fish to a separate fish-flume through which the tuna are sluiced swiftly into the shoreward sheds, where crews of professional fish butchers await with gleaming knives, ready to slit and dress them.

The capacity of the Van Camp plant at San Diego has no equal anywhere in the world. Ninety tons of tuna can be run into its cookers at a single time. Two hundred tons of stock can be accommodated all at once in the cookers and in the extra cars of wire trays that are held in reserve. Two or three hundred tons of raw material a day does not at all dismay A. K. Johnson, the manager—in fact, he cannot afford to heat up the boilers or put the 7-acre plant in motion unless large landings of fish are being made.

MORGANS SET RECORD

THE MORGAN BROTHERS, owners of the Parke & Kibele-built "Chicken of the Sea", came into San Diego on the evening of July 3 with 138 tons of tuna on board. So much for a beginning, for that was the ship's first trip.

Since arriving at dock with its initial fare the "Chicken of the Sea" is said to have made discharged two other large loads. These were obtained on the new bank that has been proved up southward from Cabo San Lazaro, on the coast of Baja California, Mexico. The fish from this area are declared to be far superior to those taken previously on the Uncle Sam Bank, for the reason that they are not mixed as to sizes, but all are of uniform weight and condition.

On August 4 the Morgan cruiser came into the Van Camp wharf with a third cargo of 160 tons of yellowfin.

"That brings our total catch up to 452½ tons since we began fishing," declares Captain Harry Morgan. He and his crew consider they have established a record, and that as a short-period total it is one which well may stand for a long time to come.

Young Harry Morgan, the skipper's son, who has accompanied his father and two uncles on all of their voyages since the "Chicken of the Sea" went into commission, quit the ship at the time of her last arrival in San Diego, having to prepare for a present return to school. The boy has become a regular hardened tar, says the crew.

BIGGER SHIPS COMING

THESE RECORD-BREAKING catches of tuna that have been keeping the packing plants steamed up day and night for the last month or six weeks are finding inevitable reflection in talk of new, bigger and better ships. "When the best tuna craft are built, California will build them" might well be adopted by South-west yards as their slogan. Daily the talk is becoming louder and more purposeful.

Three months ago many an old rock

was croaking that the building of ships had been over-done, that within a year most of the fleet in the water would be up for sale under the hammer, and other like absurdities. Since that time about a dozen more sea-going giants have been slid into the brine, and several of these have succeeded in winning sufficient profit from the sea to go a long way towards paying for themselves.

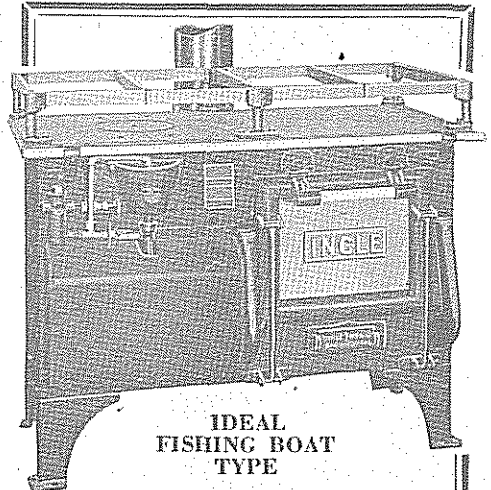
The present demonstration that there still are unguessed thousands of tons of tuna in the Pacific has encouraged boatmen to continue the laying of long keels. They all realize that with the passing of summer the fish will travel south again, and resort to their regular winter schooling grounds 2,000 to 5,000 miles from the United States. The vessels that will reap the greatest winter reward will be the big ones, that can carry home several hundred tons at a time. More and more the captains are coming to realize that the two factors governing success in tropical fishing are vessel size and plentiful refrigeration.

Manuel Rosa is known now to be figur-

Drying and repairing yards of Columbia River gill net fishermen, at Astoria, Oregon. Chief among the types of gear utilized in the capture of the several species of salmon are the gilling gear here shown and the "diver-net" or two-walled trammel peculiar to the stream. Both sorts are knitted from the finest of linen twine much of which is provided by the Linen Thread Company, whose home office is in New York City, but which maintains branches in all fishing centers of both coasts. The boats seen moored between the wharves are typical "Columbia River Type" gill-netters, a sort that has wide popularity in Puget Sound and even in Alaska.

ing on a 168-footer—the largest tuna cruiser yet seriously considered. When built it will constitute a record for a few weeks or a few months, but presently others even larger will arise from the ways. The ultimate type will be a large, sea-going steel craft having twin screws, twin auxiliaries and all-refrigerated holds.

The industry still is in a primitive and highly evolutionary stage.



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ANTONE DUTRA DIES

ANTONE DUTRA, who was born in Santa Cruz 58 years ago, died there on July 24. He was of Portuguese extraction, his people having been early settlers in the town.

Dutra has worked in the fisheries all of his life, either as a hand aboard the boats or as an employee in the fish markets ashore. At different times he has been of the C. Stagnaro Fish Company and the Louis Perez staffs. He is survived by one brother, Arthur Dutra, a Monterey contractor.

MALIO STAGNARO, one of the several "Fish Kings" of the Santa Cruz Fish Wharf, is betraying distinct evidences of extreme prosperity. The latest of indications was when he arrived at his market the other morning, wheeling a new Studebaker "Commander."

SANTA CRUZ fishermen are now salting down barrels of anchovies for future bait, large schools of them being present in Monterey Bay at this time.

THE "JOGO-SLAVIA," skippered by Nikola Bradanovic, put in at the Harbor Boat Building Company's plant, Terminal Island, during July, and instructed John Rados to make a turn table installation.

The "Jogo-Slavia" fishes for the French Sardine Company.

H. R. GALVAN of Ets-Hokin & Galvan, 181 Stewart St., San Francisco, left the Bay City on July 4 to drive to Humboldt County where he has a summer cottage. Galvan expects to remain in the cool woods a fortnight or more, and explains that in between hunting and fishing he hopes to find time to put the finishing touches on his shady summer lodge.

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FRESH FISH PLENTIFUL

Practically the entire swordfish fleet is making headquarters here now, but many will presently shift base to San Pedro.

Barracuda has cheapened to the point where large amounts are being salted down for the winter Portuguese market. Sea bass also is being used.

During the first week in August the "Oceana" carried a large fare of sea bass and barracuda to Van Camp of San Pedro. This arrival depressed prices sharply. The "Oceana" was followed by the "Star of Italy" which had a load of halibut aboard, and finally the "New Victor" carried up another fare of sea bass. An over-supply that threatened to become a glut, resulted.

A PROFITABLE CORNER

THE PEOPLES Fish Company, of San Diego, which advertises "If it swims we have it," operates, in connection with its wholesale business, a large retail department facing "E" street at the corner of Harbor Street.

The display cases are approximately 50 feet in length, and there are 3 courteous salesmen constantly on duty.

The retail shop has an excellent location, being right on the water front. Every visitor to San Diego, as well as many permanent residents and especially the families of the navy personnel, congregate in this block each day. The interest of all comers is held by the arrival and departure of vessels from the municipal pier, and by the commercial fishing craft which come in nearby to make disposition of their catches at the Fishermen's wharf.

"ST. THERESE" COMPLETED

(Continued from Page 40)

- 1 5-h.p. motor, driving anchor windlass.
- 1 5-h.p. motor, driving cargo winch.
- 1 ½-h.p. motor, driving forced-ventilation fan.

All generators and motors are of Westinghouse manufacture.

It is predicted that the superior efficiency of all-electric tuna craft will result in numerous conversions of the old line-shaft types, and that the neat job done by the California Electric Works in changing over the "St. Therese" will result in their being engaged to perform a similar service for others of the old-style fleet.

The "St. Therese" has a fish capacity of 135 tons. Its main power plant is a 6-cylinder, 375-h.p. Western-Enterprise diesel and its auxiliary is a 3-cylinder, 45-h.p. diesel of the same make.

During the general re-vamping of the

ship Capt. Frank Silva and his crew took down the engines and overhauled all of the machinery aboard. Moreover, the canvas covering on the house-on-deck was removed and heavy deck planking placed in its stead. The rear engine room bulkhead has been shifted aft four feet and built in stronger than ever. The "St. Therese" is now hailed as equal to the best in the tuna fleet.

W. J. HALL, manager of the F. E. Booth Company, Inc., is installing a new redwood cooking tank in the Booth plant in preparation for the coming lobster season. This cooker will have a capacity of 2000 pounds, in conformity with the intention of the Booth Company to increase its activities during the coming season. Lobstering begins October 15.

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San Diego

New Refrigeration

Air-Cooling System to be Put on Market by San Diego Men

A system which employs the circulation of cool air to maintain refrigeration is soon to be put on the market by Joe Camello, manager of the San Diego plant of the Van Camp Organizations, and T. Lindseth, who holds the basic patents on the new system. Together they have worked out the operation and merchandising plans for putting the machine on the market.

The operation of the system is declared to be most efficient. On the outside of the main ice box there is another box, 3 by 4 by 4 feet in dimensions, insulated, with a chemical inside and a series of coils leading from the compressor. This compressor, of course, cools the coils and the chemical retains the cold and the fans blow it into the main box.

The air that is blown into the main box is free from any chemical or other substance. It is purified and the system insures complete circulation, according to Mr. Camello. The compressor is of half-ton size and this system is sufficient to cool 10,000 cubic feet, according to Mr. Camello, who declares that it actually will do the work of a 2½-ton standard make compressor.

Research work of Mr. Lindseth during his development of this system has shown that the machine is successful, it is declared. There is a 50 per cent saving over the old system of refrigeration and installation, and the cost of operation is about 75 per cent less, the inventor states.

CAPTAIN JOE MEDINA of the "Patria" is the youngest skipper in the San Diego fleet. He owns his own boat and he has made two trips to the tuna fields this season and has returned both times with capacity loads.

COHN-HOPKINS, INC., expects to lay three keels prior to September 1. Two of these will be of 110 feet, the other 125 feet. If present plans materialize there will be two, or possibly three, more ships laid down early in the fall.

The firm has found it necessary to increase its freezing and cannery rooms. Additions to their tuna fleet have made these expansions necessary. The company has just received shipment of 100 racks and 2000 baskets.

THE SAN DIEGO Marine Construction Company is working hard on the "San Rafael," which will make its trial trip August 10. The ship is being finished with the same pains and care that the palatial passenger liners receive, including highly finished hardwood doors, paneling and other many refinements that are not found on tuna ships built up to this time.

The San Diego Board of Education is showing a keen interest in the tuna fisheries and so has equipped Oden Thaanum of Point Loma, a member of the crew of the tuna ship "California," with a motion picture camera with instructions to "shoot" anything that he may encounter of interest as it effects the tuna fishing.

THE CAMPBELL Machine Company, builders of the "Defender," "Continental" and "Santo Amaro," are rushing these ships to completion and they will make their trial trips on August 10, 15 and 20, respectively.

AL LARSON Terminal Island boat builder, visited San Diego during early August and advised that he was there to figure on plans for three boats whose lengths are to be 125, 165, and 200 feet respectively. When questioned concerning the 200-foot boat, and as to whether it would be steel or of wood, he advised that it would be the latter.

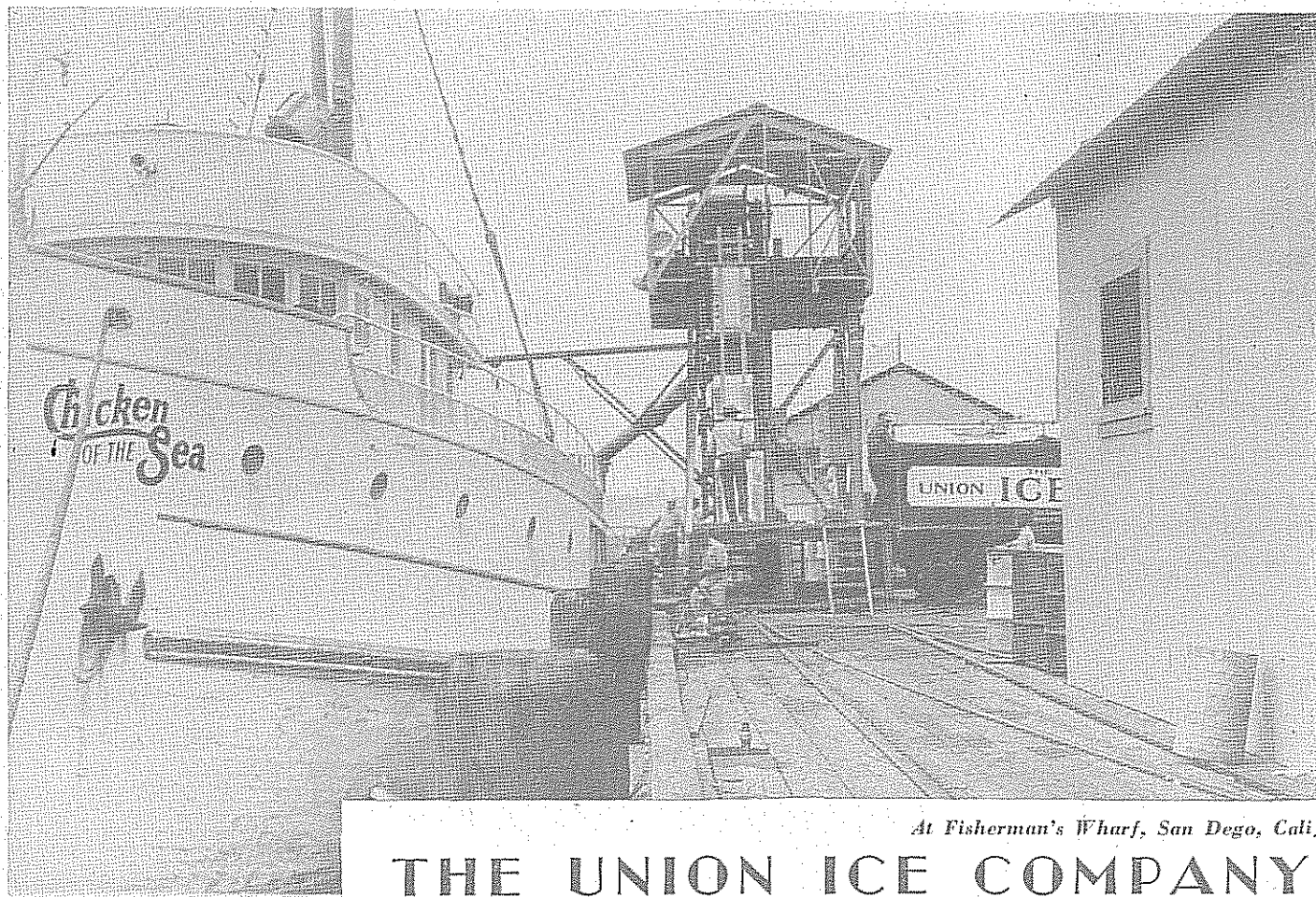
ROSA SETS RECORD

MANUEL ROSA, master of the tuna-man "Lusitania," established a new record in tuna fishing when, during July, he made a round trip to the banks in six days, 22 hours and 55 minutes. After this 1-week jaunt the "Lusitania" landed 80 tons of yellowfin—\$9,600 worth.

Rosa is "high man" in the San Diego fleet this year, having brought more tons of pay load into port than any other vessel master.

Continued success has encouraged the skipper to plan a yet larger ship. He now has plans being drawn for a 165-footer, to cost somewhere near \$150,000.

"My present ship has not sufficient cargo space," declared the vivacious Portuguese captain, "neither has it enough refrigeration. My new vessel will be able to transport its loads to market in perfect condition under any circumstances whatsoever."



At Fisherman's Wharf, San Diego, Calif.

THE UNION ICE COMPANY

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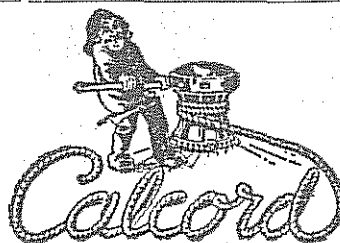
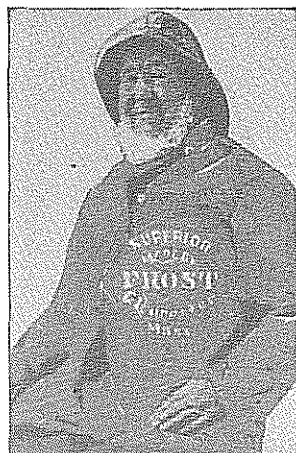
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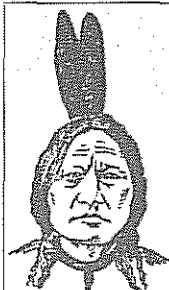
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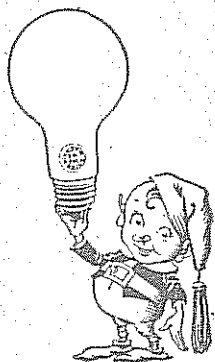
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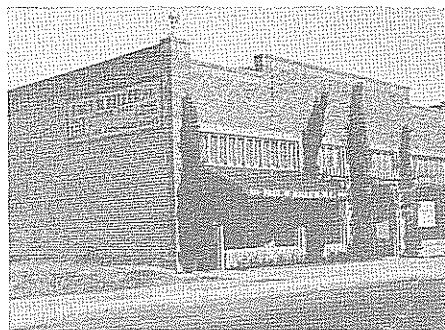
P. O. Box 1208

San Pedro, Calif.

THE STORY OF LUX

The use of carbonic acid gas—commonly known as carbon dioxide for extinguishing fires is not new. The gas has been used for years to make soda water by carbonating the water. The gas was liquified and stored in cylinders and would be able to be discharged only at a slow rate, or else the gas would form a frost or freeze the cylinder opening and prevent further discharge until it had been thawed. This operation was repeated until the cylinder was completely discharged.

The early developers attempted to counteract the freezing effect by supplying heat, then the medium of steam coils, etc. This apparatus was bulky, slow in action, and uncertain. The basic prin-



Offices of Paul Hiller

ciple was wrong and it remained for some Swedish engineers to work out the problem.

This was done by studying the various properties of carbonic acid gas and making an exhaustive research of the physical qualities of CO₂. It was discovered that by releasing the liquid instantaneously without any throttling or valving. That problem was solved and the name Lux was given the system. It appears that many Swedish inventions carry Lux in their name—such as the Lux gas buoy for marking channels and one popular gas fired mechanical refrigerator.

The merit of the invention has been in the quick release of the gas. The effectiveness of carbon dioxide in fighting fire being greatly increased by instantaneous action, in bringing into the fire zone a large amount of gas that, being heavy, settles down about the fire, driving away the air and its oxygen supply and, so effectively extinguishing the flames.

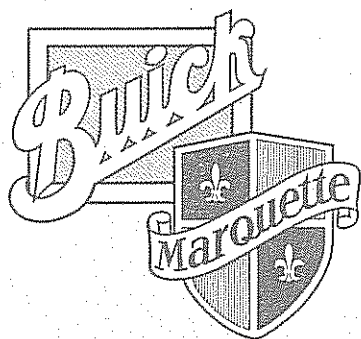
This instantaneous release of the gas is best accomplished by puncturing a disc and the basic idea has been well protected by patents, and the courts have sustained the idea of the Lux system in a very thorough manner. The present Lux system cuts the disc out clean, leaving no part to bend and jam the cutter effecting a restriction that will cause snow to form and prevent rapid discharge. The action of such an apparatus may be likened to the work of a sharp, and a dull punch, one cutting clean and definitely the other tearing or lacerating the metal leaving the punching in the hole to be removed by other means.

The Lux system as such was first marketed in the United States in 1923 and has grown until over 60,000 units are in successful operation today. From time to time improvements have been made, various controls have been added and from the first marine installations has grown uses in such industries as paint, lacquer, enamelling of automobile parts, making of linoleum, protection of electrical machinery, fur vaults, telephone switch rooms and airplanes. A hand extinguisher has been developed, which has been taken up by fire departments everywhere.

Early in its development the manufacturers realized the benefits of cooperating with insurance interests and the various types of apparatus have been submitted to and approved by the laboratories maintained by the insurance companies.

It was in this perfected state that the Lux system came to the fishing industry on the Pacific Coast a year ago and as it was highly developed it appealed instantly to men of perception. The first commercial boat installation was on

The Fisherman's Friend



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Distributors San Diego Co.

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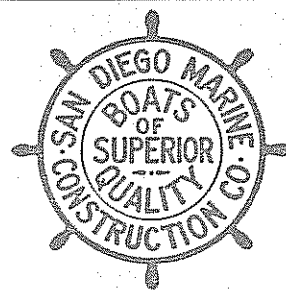
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Instant Service

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YACHTS CRUISERS
COMPLETE MODERN BOAT WORKS
300 TON MARINE RAILWAY
EXPERT
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FOOT OF SAMPSON ST.

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DIESEL FUEL GASOLINE
FULL LINE OF LUBRICANTS
FISHERMEN'S WHARF
STAR & CRESCENT OIL COMPANY
SAN DIEGO, CALIFORNIA

Charles Lander's "Shasta". This was followed by the equipping of Nakasuji's boats "Cipango" and "Western Enterprise." Then in fast order followed the "Alert," "Commander," "Musketeer," "White Star," "Senator," "Panama," "Rainbow" and "St. Joseph."

NEHALEM BAY DISTRICT

In the Nehalem Bay district, Wheeler, Oregon, three wholesale dealers are handling this seasons' salmon catches. The Point Adams Packing Company, successor to the Star Fisheries Company, has George Haggren acting as station manager. The Sunset Fish Company, owned and operated by David Harrison and William Snyder, is in the field as is also the Nehalem Bay Fish Company which will be operated, as in the past, by the Hugo W. Klein.

MRS. A. CIOTE, bookkeeper of the People's Fish Company, is spending the first two weeks of August on vacation.

JOHN GHIO, one of the owners of the Peoples Fish Company, and his brother, Mack Ghio, skipper of the "Olympia" which fishes for the Westgate Sea Products Company of San Diego, are having plans drawn for a tuna ship to be constructed in the fall. The vessel is to have a length of 120 feet over all.

LOUIS M. SALAZAR has entirely remodeled his offices, greatly improving their appearance and effectiveness. He has had a private office installed for his personal use in handling the affairs of the Mexican government, of which he is a representative at San Diego.

SAN DIEGO THE FISH SHIPPERS

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RELIABLE FISH AND LOBSTER DEALERS

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Supreme Quality Sea Foods

LIVE AND COOKED LOBSTERS

Texas Shipments Made Direct from San Diego

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Lawrence Oliver, Manager

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Established 1908

Wholesale Dealers in and Shippers of

SALTED, DRIED and PICKLED FISH

Salted Barracuda, Yellowtail and Jewfish

Lobsters in Season—Live and Cooked

We Specialize in Fish Fertilizer and Fish Oil

Get Our Prices in Car-lots Before

Contracting Elsewhere

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841 Harbor Street

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STELLAR FISH CO.

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Wholesale Fresh Fish and Lobsters

Specializing to the Japanese Trade—fully understanding
quality of Fresh Fish desired especially Tuna, Yellow-
tail, Barracuda, Mulletts, Seabass, Etc.

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Prompt and Honest

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Direct Wholesale Dealers in Fresh and Salt Fish
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SAN DIEGO, CALIF.

If It Swims We Have It

The People's Fish Company

Producers and Distributors of

ALL KINDS OF CALIFORNIA SEA FOODS

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Especially LOBSTERS—Live and Cooked Fresh, Smoked,
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P. O. Box 1205

H DAKIS, Proprietor

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SCOTCH BUY SARDINES

MARCEL E. MALIGNE, American Consul at Glasgow, reports to the Department of Commerce that:

Fish is canned in very limited quantities in Scotland, the catch being in most cases disposed of in fresh condition. The two principal kinds caught, herring and haddock, are abundant enough to give rise to a small amount of canning. The aggregate amount, however, is very small when contrasted with the amount otherwise prepared, that is, by curing.

Since the Scottish coasts provide abundant supplies of herring, haddock and cod and important quantities of soles, whiting and halibut, the market for canned fish is naturally small. However, California pilchards have recently been placed on this market and are enjoying an increasing demand.

In such a competitive market as Scotland and where so great a proportion of the consumers belong to the laboring classes, dealers are forced to lay emphasis on the price at which a particular food product can be retailed, both as compared with the prices of other foods and with prices of competing qualities of the same article. As an instance of the first case may be taken California pilchards, which have in the past two or three years been sold in increasing quantities because of the favorable price at which the trade has been able to offer this fish to the consumer. The opportunity of buying a sound, nourishing food at such a low figure as 9 or 10 cents per can has attracted a class of consumer who had always found canned fish—salmon or sardines—too high priced.

C. S. LEWIS USES BARLEYCORN BAIT

TROUT FISHING in the High Sierras requires all of an angler's shrewdness and acumen, says C. S. Lewis, sportsman, of the Central Sheet Metal Works, San Diego. Lewis tells of a device that he used recently to convert into a day of triumph what had theretofore been a dismal disappointment.

"Absolutely they would not bite," he says. "Royal Coachmen looked like poison to them that day. Well, I had a little flask along, so I soaked a worm in tequila and put him on the hook. In about 11 seconds the river became lashed into foam and waves a foot high came to shore. I reeled in as fast as I could get the line to come, and when the hook got in sight the worm had a seven-pound trout by the throat, shaking him to death!"

MORTON'S \$100,000 yacht, built at the San Diego Marine Construction yard, has every elaborate and luxurious accoutrement that the imagination of man can picture. So as to have the ultra-elegant in tanks and water supply, the containers for fresh water were specified as of solid sheet copper. C. S. Lewis, head of the Central Sheet Metal Works, San Diego, was accorded the contract. He states that they will cost \$2000. The copper rivets that he used weighed 17 to the pound, costing 45 cents. The "Vilechi" unquestionably has the most aristocratic tanks ever built in San Diego, states Lewis. Even at junk value they represent the price of a trip of rock cod.

CENTRAL SHEET METAL WORKS

C. E. Lewis, Prop.



Marine Work a Specialty

Tin, Sheet Iron, Copper and
Brass Work

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Shockey Boiler Works

FUEL OIL TANKS

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Is the Safest
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Burns a CLEAR
HOT
BLUE
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Keep Your Galley COOL
Cook With PROTANE GAS

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Fishermens Wharf M-1477
Club Boat Shop, Wilmington
Martin Newall, San Francisco

FISHERMAN'S HOME BURNS

Explosion of a coal oil stove caused the fire which on the afternoon of July 20 destroyed the home of Tony Amaral, Santa Cruz fisherman. Tony's mother, Mrs. Mary Amaral, was painfully burned in an unsuccessful attempt to rescue some of her belongings. Nothing was saved, and Lawrence Amaral, "the youngest fisherman," was left with only a bathing suit, which is his chief article of attire.

The fire occurred on a Sunday afternoon when Cowell's Beach was crowded with week-enders. As the black smoke rose from the vicinity of Hanly Hospital and Bay street, hundreds of people dashed up the cliffs from the beach. Traffic was blocked for ten minutes, fish restaurant diners hurriedly paid their checks and joined the thrill-chasing throng. While Tony suffered loss and inconvenience by the fire, as an entertainment feature it was an unqualified success.

CORRECTION

IN THE JULY issue of WCF an error was made in describing the galley equipment of the new Morton yacht, "Vilechi". The range installed in the hand-fashioned gimbels of the magnificent craft is a handsome, enamelled "Protane" model, connected with drums of "Bottled Gas." The owners anticipate world-wide cruises, in the course of which the tropics will be crossed and re-crossed frequently. A minimum of stove-radiation was desired.



The "Man of Mystery" Takes Himself A Wife

ATTILIO PALADINI, taciturn and secretive, called by his brothers and friends "The Man of Mystery," at last has turned Benedict. On Sunday, July 20, at 7:30 in the morning, he was married to Miss Helen Folley at the private residence of Father Kenny. William Folley, brother of the bride, was best man while Mrs. Yolanda Augustini, sister of the groom, was maid of honor. The couple left at once for a tour of the Yosemite.

"Man of Mystery"

Attilio is the second son of the late Achille Paladini and Catherine Paladini. Like the others of the family his features are Latin, with the prominent Roman nose that invariably bespeaks the Italian business man. In stature he is short, and in demeanor entirely unlike most men of his calling. His quiet manner, calm way of speaking, and the rather thoughtful and detached attitude which characterizes the man have caused him to be called the Paladini family's "Unknown Quantity."

Unpretentious Nuptials

"You never can tell anything about that man," declared his brother, Walter Paladini, recently. "We don't know when he is to be married, and probably he won't make up his mind himself until the last minute—anyway, he can be counted on not to tell any of us about it until it is all over. That's the way he is; figure it out if you can."

Walter's predictions worked out in fact. The wedding was suddenly and speedily arranged and the couple sped away for the great Yosemite Park before anyone was aware of what had happened. A week later they just as suddenly slipped into town, quietly packed trunks and Gladstone bags, boarded the waiting S. S. "Colombia," and sailed away on a 15,000-mile ocean and overland trip.

Visits San Pedro Markets

The "Colombia" came into the port of San Pedro late Sunday night, a week after the wedding. Bright and early Monday morning Attilio was found surveying the long row of municipal fish markets, shaking hands with old friends and making the acquaintance of men with whom he has done business but never met personally before. George Shapro advised the WEST COAST FISHERIES of Paladini's being in town, and representatives of the magazine met him at the ship with notebooks and cameras, but Attilio would not pose. True to his reputation and "Man of Mystery" title he refused to have his picture made.

"If I've refused one I've refused two

hundred," he said. You know, I don't much care for that sort of thing!"

Chooses Slow Boat

Attilio was found standing on the forepart of the deck-house, watching cargo going into holds number one and number two. Rice, lumber, hardware, breakfast food.

"I don't see any canned fish," he mused, "but I know that it is shipped to South America from here."

While other passengers were saying good-bye and fussing around with their pet dogs, steamer chairs, baggage and

T. Hamaguchi, Prop. Market Phone, 196
Residence Phone, 2372

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Central California Fish Co.

Wholesale Fish Dealers of every variety
of Fresh Fish caught in Monterey Bay
CITY WHARF, MONTEREY, CALIF.

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We Ship Anywhere

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23-25-27 MUNICIPAL WHARF
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You bet it's FRESH

Fish from

HIGASHI FISH COMPANY

Monterey, California

reservations Paladini was taking a practical lesson in the trade of Latin-American countries. He was asked why he had chosen to travel on the Pacific Mail Line.

"Oh, I considered all of those fast vessels," he replied. "They don't make

(Continued on Page 56)

Standard Fisheries

PRODUCERS AND DISTRIBUTORS

Operating our own Trawlers.
Careful Attention given all
orders regardless of quantity
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"SEAFRESH FROSTED FILLETS"

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EUREKA, PITTSBURG,
SANTA CRUZ, MONTEREY

Geo. T. Ota Elected President

Mutual Fish Co., Ltd.

THE MUTUAL Fish Company of San Pedro was re-organized and incorporated under the name of the "Mutual Fish Company, Ltd., on July 15, the capitalization being \$250,000. Permission has been received from the California Corporation Commissioner to market 500 shares of stock having a par value of \$100 each. A total of 420 shares were issued at that time.

At an election of stockholders the following officers were chosen: Geo. Ota, president; N. Okahana, vice-president; I. Furukawa, treasurer; S. M. Yashida, secretary. These same men constitute the Board of Directors together with N. C. Tatsukawa and Y. Yoshizumi.

Geo. Ota, who sailed for Yokohama on July 30 aboard the new N. Y. K. liner "Asama Maru," resigned the presidency prior to his departure. During the six months of Ota's stay in Japan the company will be directed by N. C. Tatsukawa. Ota is making the trip to the Far East in the interests of the Mutual organization.

The Mutual Fish Company, Ltd., officials are among the oldest wholesale fish handlers in the San Pedro district. They are firmly entrenched and have a permanent clientele. The firm has elaborate plans for southward extension and it is expected that when Geo. Ota returns from Japan there will be an interesting announcement released concerning this projected enlargement and extension.



George T. Ota

BUY YOUR CLAMS AND LIVE LONGER

WHEN SUMMER TIDES are low and the shellfish are exposed to the rays of a hot afternoon sun for several hours on end, bacteria often develop in rock mussels and sand clams that are dangerous to the health of whoever might eat them. Consequently, each summer unwary persons have fallen victim to this sort of "poisoning" and been rendered seriously ill.

Nothing like this ever happened to the chowder-fan who bought his clams in a regular retail fish store, says D. Jones of the A. Paladini concern, San Francisco. Fish-store clams and mussels never have been known to poison anyone, he declares, for the shellfish that is sold commercially is produced by professional diggers who gather no sun-baked or contaminated stock.

"Business? How is business? Why, business really is good!" says John. "I'll tell you what. We've had the biggest July since the war, and have sold all of the stocks that have come in."

FISH FOR TORRID DAYS

FISH FILETS have grown in public favor from a 50,000-pound production in 1921 to 75,000,000 pounds in 1928, according to "Sea-Ward News," the news-circular and quotation-sheet circulated regularly by the Ward Fisheries, Inc., Boston. Seventy-five million pounds of cut filets represents 200,000,000 pounds of round haddock and cod, says our authority.

Ward Fisheries, Inc., is urging the increased consumption of fish as the ideal summer food. With every argument of food-value, economy, health-properties and appropriateness in favor of fish-for-summer-diet as a standard tenet, all that is needed is an united effort on the part of the whole industry to convert millions of present meat-eaters to the better and healthier way of living—the cat-fish-every-day way. The Ward people are doing their part; their example is worthy of general imitation.

CEYLON SARDINES

A NEW SPECIES of sardines is reported as having been identified in the waters of Ceylon. The Ceylon Journal of Science recently published an account written by P. E. P. Deraniyagala, second assistant marine biologist of the Singalese Fisheries Department, in which is told of the discovery of a new genus and species of fish which has been given the outrageous and terrific title of "Ehirava Fluvaticis Deraniyalagala." This exhaustion of the alphabet is supposed to combine the native name for the fish with a description of its habitat and, finally, the identity of its official discoverer.

The British Museum received sample specimens of the variety in 1926. J. R. Norman, of the institution, made comparisons of the animals with other known sorts, and gave it as his opinion that it should be given a new classification. Therefore it may well be that the fish is not a "true" sardine at all, but merely some small sort that, for want of a more exact designation, has been loosely called "sardine."

A further indication that the fish is not of the real sardine family is that Deraniyagala describes it as a frequenter of river mouths, where it is caught by finemeshed native seines as far upstream as fifteen miles from the sea.

SPAIN TO HAVE FISH TRAIN

RETAIL FISH DEALERS of Madrid recently have been much cheered by assurances from the Spanish railroads that special fast fish trains are to be inaugurated between that capitol and the fishing port of Vigo, in north Spain. Heretofore transportation facilities have not been the best, wherefore it followed that fresh fish was not always correctly called such.

VIGO CANNERS BENEFITTED

SARDINE PACKING commences with the month of June at Vigo, Spain. Winter packs this year were small, and were confined to small sizes of sardines and sprat. The decline in the value of the Spanish peseta has been a big help to the cannery of that country, they being enabled to gain advantage over North Sea products because of the advantage of the differential in exchange.

ENGLISH FLOATING CANNERY

THE SEA PRODUCTS COMPANY, Ltd., of Hull, England, has outfitted a 5350-ton steamer as a floating cannery and reduction plant for the avowed purpose of exploiting the virgin fisheries lying along the coasts of far-away Africa, according to reports received by the U. S. Department of Commerce from A. J. McConnico, American Consul at Hull. The "Seapro" will operate in conjunction with fourteen motored vessels and drifters and will have a capacity to handle between 70 and 115 tons of fish daily.

Fileters will convert the best of the edible catch into boneless and skinless slabs, while the offal and 65 tons a day of non-oily fish will be run through the reduction plant for conversion into high-quality meal for stock food. Oily fish will be dried, to be treated later. Cod will be dressed for market, the livers saved for immediate extraction of pure oil.

BIG ABALONE DAY

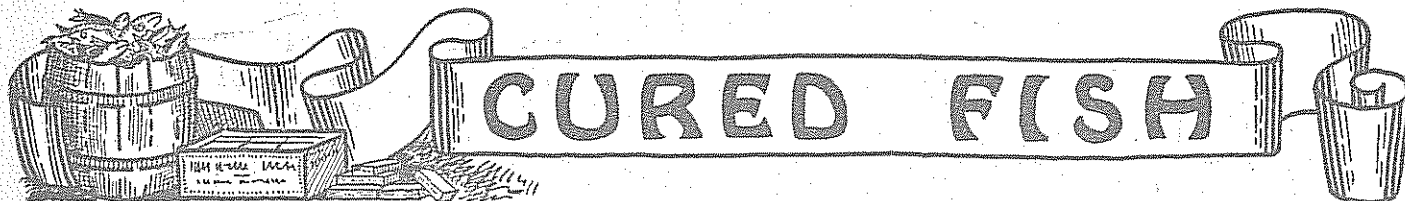
THERE WAS plenty of action on the old municipal wharf at Monterey on the morning of July 14th among the abalone packers. Boats coming alongside the dock that morning discharged a total of 277 dozen abalones.

A. Paladini, Inc., handled 147 dozen, while the Del Monte Fish & Packing Co. received 130 dozen.

The diving boats had traveled in excess of 80 miles southward from Monterey in search of abalone; they reported having encountered exceedingly rough weather during the entire trip.

CANADIANS INAUGURATE SALMON ADVERTISING

SALMON PACKERS in British Columbia are not to be outdone by the salmon cannery of the south, so have inaugurated a national advertising campaign, not only throughout Canada, but in Australia and New Zealand. Cannery in the project will provide the major part of the appropriation, but they will be assisted by the Federal Department of Fisheries, which will add a sum of \$25,000 for Canadian advertising. The Department of Trade and Commerce will provide an additional \$10,000 to assist in the Australian and New Zealand campaign.



LAWRENCE OLIVER IN NORTH

LAWRENCE OLIVER, San Diego business man, left his home on July 11 for an extended vacation trip through the central portion of the State. His first detained pause was at Hanford where he was a guest in the home of J. P. Pinheira, a large dealer in groceries, meats, and salt fish. Pinheira is prominent in the State's Portuguese societies, being the present secretary of the board of directors of the "I. D. E. S.", (the initials

standing for the Irmandad Divino Del Espirito Santo or The Divine Brotherhood of the Holy Spirit), an extensive organization having branches in every fishing port and dairying center of the Coast. The merchant is a large distributor and retailer of the salt fish which is put up in San Diego especially for Portuguese trade.

Oliver will continue from Hanford to Oakland where he will be lodged in the house of Joseph Lawrence, head of the Oakland Fish Company. He will eventually return south via the Coast Route, stopping at San Luis Obispo to visit a sister resident there.

Joseph Lawrence himself organized the Cabrillo Council of the lodge at Point Loma, San Diego County, and was its first president.

E. N. Harsh, sales department, Gilbert C. Van Camp Organizations, is on his vacation and is reported to be taking this time to give his new son and heir some lessons in salesmanship.

The Western California Fish Company

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556-566 CLAY ST.
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PRODUCERS OF

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BRAND

West-Cal
BRAND

Fresh, Frozen, Salt,
Smoked, Canned
FISH

*We Operate Our Own
Trawlers*

BRANCHES: Santa Cruz,
Eureka, Oakland, Pittsburg,
Del Monte Fishing & Packing
Co., Monterey

PORTUGUESE CONVENTION

FROM September 8 to 13, inclusive, the Portuguese fraternal order called "I. D. E. S." will hold its annual convention at Santa Cruz. It is predicted that Joseph Lawrence, long an active and valuable member of the organization, will be elected the Supreme President.

The presidency of the society is an honor much courted among the Portuguese, being a post of much dignity and one that carries with it the inferred endorsement of each of the 10,000 members of the order.

The letters "I. D. E. S." signify "Irmandad Divino Del Espirito Santo," which in its English translation means "The Divine Brotherhood of the Holy Spirit." The brotherhood is state-wide in scope, but does not extend beyond the borders of California.

Oakland Fish Company

WHOLESALE

Fresh, Salt, Dried

Note: We buy Barracuda, Yellowtail, Sea Bass, Bonito, Jewfish for salt. Producers quote us prices per ton.

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COLD STORAGE FISH SERVICE

The only Cold Storage
Plant in downtown
Los Angeles, operat-
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Los Angeles Ice &
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FISH

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LOS ANGELES, CALIF.



Fresh Fish Survey

JULY IS supposed to be a poor fresh fish month—a time of heavy landings, large turn-overs, and narrow profit-margins. However, July of 1930 has been better than previous seasons, for the growing favor of fish with the West Coast public has been reflected in a demand that has sustained the market and prevented any condition that could properly be called a "glut."

Halibut Cheap

Conditions in the north—where unsold storage holdings, large catches, and general uncertainty due to prospective development of the Gulf of California totuava resource have tended to weaken the market—have resulted in an unusually low price for halibut. Quotations have ranged between 8 cents and 10 cents, which is much below the 1929 offerings.

Oregon

Oregon salmon fishing was unusually fine this year—the exact converse of the 1929 experience—late rains and unusually late summer weather having contributed to perfect conditions in the rivers and tributary streams. Subsequent to the first

of June, temperatures averaged about 68 degrees—splendid cool weather that kept the water from becoming heated and filled with slime of tainted seepage.

Salmon

Bountiful and consistent takes of trolled salmon have kept the southern markets well supplied with local stock. The trouble has been that the fish have run small. This has been a disappointment to the mild-cure operators and has thrown an undue tonnage of grilse upon the fresh market. It is an unsatisfactory condition, and even the fishermen recognize the folly of catching all of these quarter-grown salmon.

Traveling

San Francisco's "Big Five" have had a lean time of it since late May, when the big flounders ("soles") suddenly decided to raise families, so all at once quit the formerly highly rich Fort Bragg Bank. Since that time the bank has been absolutely bare and the paranzella sets have been dispersed all along the coast, to try to scrape up enough fish to keep the markets supplied with filet. Some of the

pairs have established headquarters in Monterey Bay, port of Santa Cruz, while others are dragging out of San Francisco, around Los Farallones—but all of them are having a poor time, and the fish that they have been getting are small and miserable.

San Pedro market men who have recently bought San Francisco filet have remarked upon its sub-standard quality. "We ordered it, paid for it, and threw it away!" they say. "We won't want any more of it until they begin getting big, winter fish again."

Monterey

Abalone-diving is the only large fishing pursuit of the port right now. The catch thus far has been somewhat less than last season, (800 to 900 dozens daily), and for that reason the price should be better—but it isn't. An unhealthy condition of under-bidding prevails, which has wiped the profit off the books of all of the operators.

San Pedro

Barracuda were in good supply but at firm prices until the opening of seining on August 1. With that event lampara and half-rig rigs went out and took

(Continued on Page 63)

Van Camp Organizations

Fresh Sea Food Producers and Distributors

Southern California's Largest
and Most Complete Service...

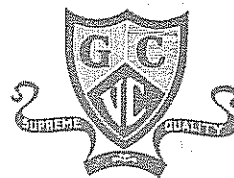
Main Plant: SAN PEDRO



PHONES:

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Los Angeles,
San Diego,

3247
DRexel 5100
M ain 4490



CALIFORNIA

CALIFORNIA CATCH DATA

THE CALIFORNIA Division of Fish and Game, Commercial Fisheries Department, announces that S. H. Dado, its statistician, has completed the tabulation of the state catch of commercial fish during the first three months of 1930. Dado's summarized report reads:

Points of Production	Quantities Landed Pounds
Del Norte, Humboldt Counties	371,544
Mendocino, Sonoma, Lake Counties	250,465
Marin County	522,942
Solano, Yolo Counties	51,254
Sacramento, San Joaquin Counties	145,984
Alameda, Contra Costa Counties	205,733
San Francisco, San Mateo Counties	13,605,450
Santa Cruz County	584,923
Monterey County	97,789,047
San Luis Obispo, Santa Barbara, Ventura Counties	7,370,096
Los Angeles County	163,441,816
Orange County	1,259,523
San Diego, Imperial Counties	4,177,932

Total taken in California and in waters adjacent thereto... 289,776,709

High Seas and Mexican Fish

Fish from south of the international boundary brought into San Pedro	2,589,929
Fish from south of the international boundary brought into San Diego	10,170,876

Total fish landed by California fishermen 302,537,514

Conspicuous Catches

The following are the outstanding quantities landed in principal fishing districts during this period:

	Pounds
San Francisco—Sardines	7,981,843
San Francisco—Flounders	3,477,046
Monterey—Sardines	96,276,725
San Luis Obispo, Santa Barbara, Ventura—Sardines	7,162,198

Los Angeles—Mackerel..... 3,325,218
 Los Angeles—Sardines 158,662,715
 San Diego—Sardines..... 3,168,946
 From south of the international boundary brought into San Diego—Tuna, Yellowfin 7,938,029

J. P. Horman Fish Co.

WHOLESALE

Smelts Now in Season

Telephone 350-W
 NEWPORT BEACH, CALIF.

FRANK SUTTURA

FISH CO.

Wholesale Shippers

Now Shipping Smelt

Telephone 269 or 134
 NEWPORT BEACH, CALIF.

Wire for Our Quotations

S. LARCO FISH COMPANY

Established 1870

We ship everywhere—all kinds of California Sea-Foods. Special attention given to standing orders.

SERVICE PAR-EXCELLENCE

Specializing in Lobsters
 Live and Cooked

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M. N. BLUMENTHAL

Producers Selling Agent

Fresh and Frozen Fish,
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 Scallops, Red Cross Brand
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California's Largest Producers and Wholesalers

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Salmon and Shad

Fresh, Mild-cured and
Smoked Fish
Also Sliced Abalone

Operating the
Most Modern
Type Diesel
Trawlers

Main Office, 542 Clay Street
SAN FRANCISCO, CALIF.

TAKES A WIFE

(Continued from Page 51)

stops, so all that you see is salt water from the time you leave until you arrive. There is hardly time to get acquainted with the other passengers, and the trip is over by the time you get settled down to enjoying it. I picked this ship because it stops at all of the strange seaports, gives you time to go ashore in all of the interesting places, and when you get to where you're going you really have seen something and accumulated some practical information."



Artilio Paladini, of Oakland

Tentative plans are to return overland by way of the Canadian Pacific, stopping at Seattle and Portland, and from there probably flying home to San Francisco.

"It has been a long time since I have had a vacation," said Paladini. "I am glad for the opportunity to take the trip and have a rest."

During his absence, Walter Paladini will manage the Oakland branch of the "A Paladini, Inc.," company, which is Artilio's normal post.

WALTER SMITH ON VACATION

THE San Francisco waterfront will have to do without the State Fish Exchange for one week following the 1st of August.

Walter Smith has decided to give the family a little airing on the Feather River, and, says Walter, "The first man that talks fish to me during that week will have to borrow a pair of crutches to get home."

Established 1918

Telephone 864

SAN LUIS FISH CO.

Wholesale Shippers of Fresh Fish, Shell Fish and Abalone in the shell and sliced

551 DANA STREET P. O. BOX 305
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FISH, SHRIMP, OYSTERS,
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Orders Shipped to Any Part of the
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Fresh Chinook

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Our Specialty

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TROUT: Eastern Brook, Lock Leven,
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Trout.

BLUE MOUNTAIN TROUT FARM

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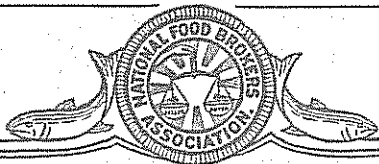
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Gold Beach Packing Company

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BLACK COD, LING COD,
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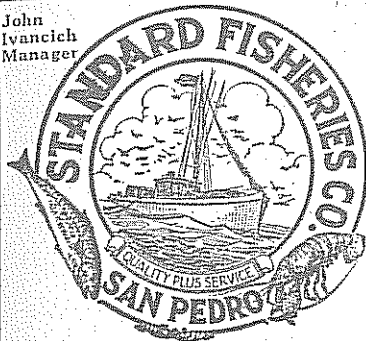
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RELIABLE PRIME SHIPPERS OF FISH & SEAFOODS

John
Ivancich
Manager



STANDARD FISHERIES COMPANY

Established 1897

Phone San Pedro 5

Municipal Fish Wharf, San Pedro

We ship standing orders all over Texas, California, Arizona, Nevada, New Mexico, Etc.

NOTE: We are large buyers of all kinds of Fresh Fish and Specialties. Please quote us on volume.

Producers, Packers and Shippers of all kinds of

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IMPORT-EXPORT ALL KINDS OF MARINE PRODUCTS

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Purveyors to the Discriminating

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Fresh, Salt or Smoked Fish

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Los Angeles Fish & Oyster Co.

Wholesale Shippers
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San Pedro, Calif.

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Jack Cuomo

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Residence, 1596

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Wholesale Distributors of All Kinds

WEST COAST FISH

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All Kinds of Southern California Sea Foods
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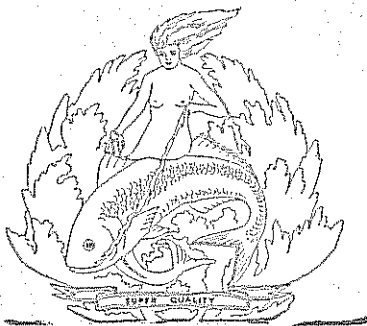
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FRESH FISH
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SHELL FISH



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ARE A
TREAT TO
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FRESHNESS
OF THE
SEA

We operate a fleet of new fast delivery trucks—your
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Standing orders filled promptly as well as Special
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All Kinds of Fresh, Frozen, Salt and Cured Fish

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Fresh, Salted, Smoked and Canned Sea Foods.

All Varieties of Shell Fish and Specialties

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Extensive Dealers in Fish, Meat and Poultry in
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YOUNG'S MARKET COMPANY

Wholesale Fish Division Los Angeles

ATTENTION, PRODUCERS: QUOTE US FRESH FISH
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We are the oldest firm in Los Angeles handling the

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Central Fish & Oyster Co.

PRODUCERS, TAKE NOTICE

We buy all kinds of Fish, especially Carp, Black Cod, Mullet,
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Leslie M. Kruschke

Phone TUCKER 1160, 1168, 1169

Max Freeman

Superior Sea Food Co.

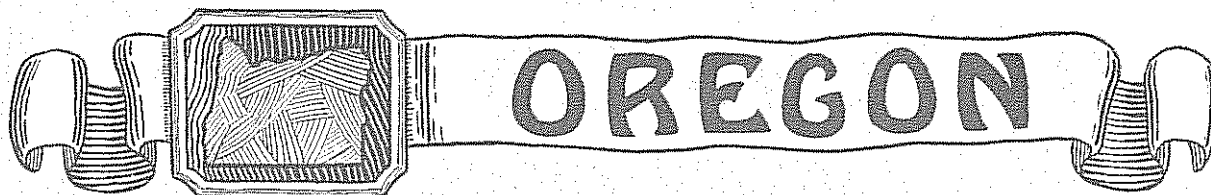
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Always in the Market for Specialties



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WHOLESALE SHIPPERS
Of Salmon, Halibut, Ling
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NEWPORT OREGON

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Wholesale Distributors of
Nehalem Bay Chinook,
Siverside, Bright Falls
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Prices on Request

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Crabs and Crab Meat
Oldest Crab Shippers in Warrenton
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SALMON AND HALIBUT—Also Fresh,
Smoked, Pickled Fish and Oysters
All Orders Filled at the Lowest
Market Price

34 FRONT STREET
PORTLAND, OREGON

SHRIMP TO CHINA

"TWENTY TONS is a lot of dried shrimp," says Paul Spenger of the Spenger Brothers Company, 1921 Fourth Street, Berkeley, California, "but that is what our next shipment to China will be."

The Spenger dried shrimp is known to the Orient as the driest and cleanest stock on the market, as it takes 200 tons of green shrimp to make up 20 tons of finished product. The goods are packed in 200-pound barrels and shipped to the Orient by fast steamer.

The shell, which is removed in the "threshing" or cleaning process, is ground to fine dust and sold throughout California for the feeding of trout. It contains large quantities of iodine and mineral, making excellent food.

The Spenger Brothers have their original plant near San Quintin. They converted to their uses the old ferry boat, "James M. Donahue," that used to be operated by the North Western Pacific 55 years ago. The Spenger Brothers tied the old hull to dolphins and installed taheir shrimp driers and cleaning machinery in it.

Paul Spenger states that small shrimp are caught in certain areas of San Francisco Bay during June, July, August, and September in large quantities.

RUBIN UP NORTH

I. R. RUBIN, prominent attorney of Los Angeles, left with his family last week to tour Northern California. He stopped enroute at San Francisco to see Henry Dowden, Clay Street broker.

Rubin is well known among cannery and wholesale fish houses of San Pedro and Los Angeles.

J. E. LAWRENCE & CO.

MERCHANDISE BROKERS
General Sea Foods and Fish
Products
242 SALMON STREET
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J. H. REEVES—BROKER

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Sales Agent for Firms from Seattle to
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WHOLESALE DISTRIBUTORS

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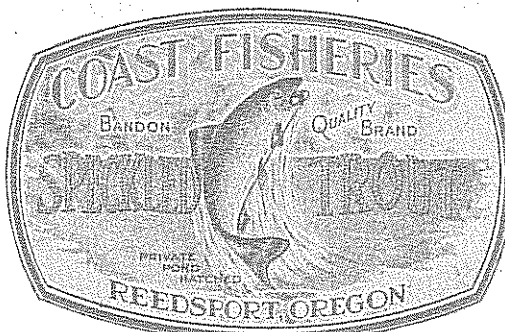
WHEELER OREGON

TINT'S FISH MARKET

Wholesale Distributors of
Columbia River Salmon,
Carp, Suckers and Smelts

Also all kinds of Fresh, Salt, Smoked
and Pickled Fish, Oysters, Clams,
Crabs, Etc.

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PORTLAND, OREGON



Salmon, Shad, Crabs and Canned Crab-Meat

Exclusive Dealers of
BANDON SPECKLED TROUT
Your Business Solicited
Prices Quoted on Request

Coast Fisheries

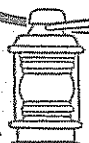
REEDSFORT OREGON

HENRY DOWDEN & CO.

BROKERS

Marine Products

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SAN FRANCISCO, CALIF.



TELEPHONE
Davenport
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Chas. Feller, Inc.



Wholesale Fish Dealers
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Producers and
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Oregon's Finest
Fresh and Frozen
SALMON

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598 Clay Street San Francisco
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MARINE PRODUCTS CO.
Packers of ABALONE, TUNA, LOBSTER
and other sea foods
Export Office, 416 W. 8th St., Los Angeles

FISH COMPANY BUYS GROUP INSURANCE

THE PORTLAND FISH COMPANY of Portland, Maine, has enabled all of its general sales and supervisory employees to take advantage of the company's offer to share with it the cost of a group health and non-occupation accident insurance program. This contract is being underwritten by the Metropolitan Life Insurance Company of New York City. In addition to protection provided it also provides visiting nurse service.

Individual benefits are based on occupation. They range between \$10 and \$20 per week. These weekly payments will be made when an employee is unable to work, due to sickness from any cause, or injury received while either on or off duty.

SAN PEDRO FISH WHARF

Miss Mable Robinson of the Van Camp Organizations, departed July 28 for her annual vacation which will be taken this season at Murrietta Hot Springs.

A. W. Ross, president of the American Fisheries, Inc., has commenced construction of his new home in the Palos Verdes Estates. The new residence was designed to be one of the show places of the beautiful hillside district, overlooking Los Angeles Harbor. A splendid view of Santa Catalina Island also can be had from the site of Ross's new home.

Truby Di Meglio of the Independent Fish Company, San Pedro, and Miss Rose Mineghino, have announced their engagement. Wedding plans are now being formed, although the date of the event has not been definitely decided upon. Rumor persists, however, that the couple will be married in early fall.

Miss Mineghino is now assistant bookkeeper in her father's wholesale fish market.

N. J. Kuglis, president of the General Fisheries Company, and his brother, Peter A. Kuglis, of the Star Fisheries spent a pleasant week-end at Lake Arrowhead with their families, August second and third.

U. J. (Jeff) Johnston, representative of the Railway Express Agency has returned to his old berth on the Municipal Fish Wharf, San Pedro, where he was formerly employed, prior to his transfer to Los Angeles in January, 1929.

Fiorentino's grocery and lunch counter was rifled on the night of July 30, \$50.00 in cash and a large supply of cigars, cigarettes and gum being taken.

The burglar took plenty of time and satisfied his every craving, for on the morning of the following day it was found that he had scrambled himself one-half dozen eggs and took the trouble to leave Fiorentino a note, advising that he had the ingredients on hand for the best milk shakes in the city.

Miss Violet Nelson of the Standard Fisheries Company returned to her duties on July 28 much refreshed by a vacation at Zion National Park and Bryce Canyon.

Miss Nelson took one of the personally-conducted tours of the Union Pacific System, and is already planning on doing it again in 1931.

Mr. and Mrs. Jack Dimeglio of the Los Angeles Fish and Oyster Company, accompanied by a niece, Miss Rose Mineghino of the Independent Fish Company, spent a portion of their vacation in July, visiting relatives at Fresno, California.

Peter A. Kuglis and Mrs. Kuglis of the Star Fisheries, accompanied by Mr. and Mrs. C. F. Hagnow, of Los Angeles, spent a pleasant three weeks during late July, in the Pacific Northwest. They drove leisurely up-coast, visiting enroute, having Seattle as their ultimate destination. The party took time to traverse the Columbia River Highway and climb to Crater Lake, in Oregon.

Frank Mineghino of the Independent Fish Company, spent a week during July at Monterey and San Francisco. Upon his return to the Southland Mineghino, in company with "Firpo" De Masse of the Van Camp Organizations, took the cure at Murrietta Hot Springs, prior to returning to their respective positions.

Frank Suttora, the progressive fresh fish wholesaler and retailer of Newport, has been a consistent caller at the Independent Fish Company plant at San Pedro during the entire month of July. Heavy retail sales to large summer beach crowds, residing at the fashionable sport resorts of Balboa and Newport have depleted Suttora's stocks almost as fast as he could replenish them by truck from San Pedro.

THANKS, MR. HAGEN

HAWAIIAN TUNA PACKERS, Ltd.
Honolulu, T. H.
July 24, 1930

West Coast Fisheries,
San Pedro, California.
Gentlemen:

We received today your post card drawing our attention to page 68 of your July issue. We have read your article with much interest and wish to compliment you on its fine composition, since it will give the Pacific Coast fishing fraternity a correct view of the conditions as they exist in Hawaii at the present time.

Thanking you for your courtesy, we remain,

Yours very truly,
Hawaiian Tuna Packers, Ltd.
By A. C. Hagen.

WASHINGTON

REAL ENCOURAGEMENT

THE FOLLOWING letter speaks for itself. North & Dalzell are the largest brokers in the world, but aside from this fact and the additional one that we chance to be personally acquainted, the following appreciation for a sincere effort to achieve and please is altogether heartening:

NORTH & DALZELL, INC.
Brokers and Commission Merchants
111 Hudson Street
NEW YORK

July 30, 1930

West Coast Fisheries,
San Pedro, California.

Gentlemen:

We may or may not previously have acknowledged your letters, but in any event we now wish to advise having received the FFF Encyclopedia binder, together with Index and Articles issued to date and understand the filing of such articles when received. We feel that this service will prove both interesting and valuable to us and to all of the affiliated manufacturers and distributors of those food products which belong to our mutual industry. Furthermore, we wish you a generous measure of success in this undertaking and if there is anything that we can do for you at any time do not hesitate to call upon us.

Very truly yours,
NORTH & DALZELL, INC.
(Signed) Pequinot

POINT ADAMS MILD CURERS

THE POINT ADAMS Packing Company of Hammond, Oregon, has an unusually complete and convenient refrigeration and cold storage plant at their salmon cannery. The 15 tons storage capacity is divided equally between the two identical insulated rooms that measure 26x24 feet. These facilities are designed for one special service, and for that only—the mild-curing of salmon. The same concern freezes quantities of steelheads, but this work is all done at Astoria, an arrangement having been effected with one of the canneries there that has suitable equipment and space.

According to William Puustinen, resident in the vicinity, the refrigeration equipment consists of a 6-ton ice tank and suitable crushers for ice. There is no freezer.

Karl I. Sifferman

Earl N. Ohmer

Alaskan Glacier Sea Food Company's

HIGHEST QUALITY
SHRIMP MEAT
and
CRAB MEAT

Can Be Procured from
the following Seattle
Fish Dealers:

San Juan Fishing & Packing Co.
Palace Fish and Oyster Co.
Sebastian-Stuart Fish Co.
Edwin Ripley & Son
American Sea Food Co.
Dressel-Collins Fish Co.
New England Fish Co.
Booth Fisheries Co.
Haines Oyster Co.
Ripley Fish Co.
Sound Fish Co.
Whiz Fish Co.
Main Fish Co.

Packed by the Alaskan
Glacier Sea Food Co.,
Petersburg, Alaska

P. O. Box 1001, Seattle, Wash.

REMOVE SNAGS

THE PORT COMMISSION, of the Port of Nehalem, has furnished a large sum of money to the snag association, which organization used the funds to improve the river channel. The work was done during the last weeks of July, and now the stream is in excellent condition for the opening of the season, August 1.

ANDREW KLEIN, six-year-old-son of H. W. Klein, manager of the Nehalem Bay Fish Co., Wheeler, Ore., was the hero of his community on July 21. While on a fishing excursion with his "Dad" he hooked a 25-pound Chinook. He got 'em, too!

NEW PURSE-SEINER

THE SAN PEDRO Boat Building Company through M. Suglian, its secretary-treasurer, announced the laying of a keel for a new purse-seiner on July 18. Toni Mason, Vincent Marinkovich and John Cvitanich are to be the owners. Vincent Marinkovich is at present the owner of the purse-seiner "Radio."

The new purser will measure 80 feet by 20 feet by 10 feet 6 inches, and will be equipped with a 4-cylinder, 230-h.p. Atlas Imperial diesel. The cargo-hold will have a capacity of 75 tons, and will be insulated with a 2-inch thickness of cork on all 5 sides.

Toni Mason, who is fond of good "eats" and who believes in bountiful shipboard fare, already has instructed the builders to install a No. 61 "Shipmate" stove.

This latest addition to the already large purse-seine fleet of San Pedro will be completed about September 30, and be commissioned before the close of Monterey pilchard netting.

AL'S BUSY MONTH

AL LARSON, boat builder of Terminal Island, who operates seven marine ways for the convenience of the fishing fleet basing at Los Angeles harbor, kept them all "hot" during July, when he handled a total of 54 boats of various capacities and classes. The jobs consisting primarily of washing and scraping the bottoms and coating with copper paint. However, there were several large repair jobs, and installations of various kinds.

DEPENDABLE EVERY MINUTE SINCE 1868

NEW ENGLAND FISH CO.

Producers—Distributors

FRESH
FROZEN
SMOKED

FISH
Seattle, Wash.

CANNED
MILD CURED
SALMON

"PACKED
WITH THE
WIGGLE
IN ITS TAIL"

OPERATING
THROUGHOUT
PUGET SOUND
COLUMBIA RIVER
ALASKA
BRITISH COLUMBIA

**TACOMA FISH AND
PACKING COMPANY**
WHOLESALE SHIPPERS OF
FRESH, FROZEN AND SMOKED FISH
Specializing in Puget Sound Salmon
1107 DOCK STREET
Telephone Main 1061
TACOMA, WASHINGTON

E. J. WHITMAN, President
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Est. 1892
Largest shippers of Shellfish
on the Pacific Coast
Puget Sound Scallops, Shrimp, Crabmeat, Olympia Oysters, Rock Point Oysters, Deep Sea Crabs, Clams and All Other Shellfish
Quality Always
Pier No. 12
Telephone Main 6800
SEATTLE, WASHINGTON

If It's Sea Food—See Us
**RIPLEY FISH
COMPANY, INC.**
DEPENDABLE QUALITY
Pier No. 9
SEATTLE, WASHINGTON

**HALL and
OLSON**
Producers and Distributors
—OF—
Chinooks, Silvers, Steelheads
and Bright Fall Salmon,
also Sturgeon
South Bend, Wash.

When You Are in Doubt
Get in touch with the
WHIZ FISH CO.
WHOLESALE DISTRIBUTORS
FRESH, SALT AND
SMOKED FISH
Always on the Job
Whiz Dock, Seattle, Washington

PORTLAND FISHERIES

THE HISTORY of the port of Portland parallels closely the history of fishing on the Columbia and Willamette rivers. In the half-century prior to the World War the word "salmon" was synonymous with "Columbia River," and Portland, as the major seaport of that great river, was thought of as the center of the salmon industry of the Northwest.

A Basic Resource

In the early life of Portland, salmon packing and shipping was on a par with flour and paper as a great staple commodity of the Columbia River country. The fishing industry was directly responsible for a large portion of the early population of this area. The impetus gained by Portland in the commerce which grew out of its natural resources—fish, and lumber, has carried it into a place of high recognition among the ports of the United States. It now occupies thirteenth position among the nation's harbors, in total tonnage.

21 Canneries

Today, Portland is a city of 300,000 population and over its harbor piers annually pass 10,000,000 tons of freight. Cargo handled on the Columbia River in 1929 was, roughly, 15,000,000 tons. This "River of the West," as it was termed by the first Oregon pioneers, continues to be a great source of salmon—the Royal Chinook, Sockeye, Blueback, Silverside, and Chum, and Steelhead trout. Almost a half million cases, worth approximately \$6,000,000 of the aforementioned fish were packed on the Columbia River last year by twenty-one canneries.

Small-boat Fishery

With the beginning of the fishing season, a traveler to or from Portland on ocean vessels gets a good idea of the enormous scale on which salmon fishing is carried out, as his ship passes through a maize of hundreds of small boats seining or working with nets. At night this same fleet of fishing vessels presents the spectacle of a myriad of small lights bobbing about on the surface of the big river like fireflies.

Port Facilities

Three warehouses in the city of Portland with a capacity of 3,000,000 cubic feet are equipped for handling fish, in addition to the many smaller wholesale fish companies and markets. Fresh fish for the domestic market are brought into Portland in small refrigerated boats which tie up to the sea wall and transfer their cargoes, generally by means of tackle set up on the quay, to wholesale warehouses on the waterfront. The facilities for storing and handling cargo of any kind at the port of Portland are plentiful and of the latest type, due principally to the policy of the municipal port and dock bodies which have built for future trade as well as present needs.

Local and Alaska

With the exception of a few, the Columbia River canneries are located in the vicinity of Astoria near the Columbia Entrance. From 1924 to 1928 inclusive, the average annual catch of Chinook on the Columbia was about 22,000,000 pounds and of all species almost 36,000,000 pounds. In addition, two ships, the "Memnon" and

the "North King," are fitted out each year with provisions and several hundred employees of the Alaskan fishing grounds and canneries. With the aid of Federal and State hatcheries and conservation measures, it is expected that the Columbia River and Portland will continue to play a big part in the salmon industry.

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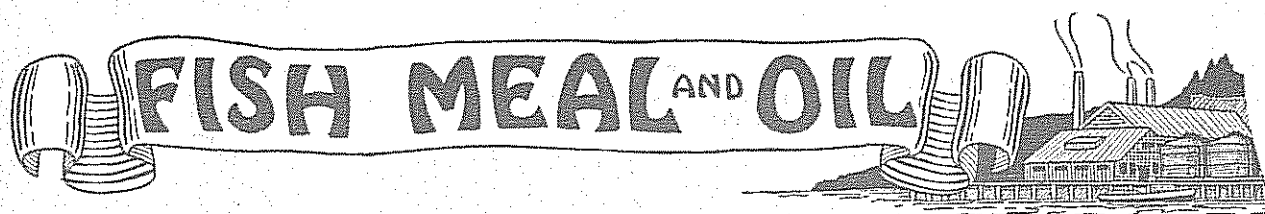
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Bulk Oil Gauging and Correct Tank Sampling

PRESENT LOW PRICES for sardine oil are causing several canners to augment the capacity of their storage reservoirs. Steel tanks of large sizes are in consequence being installed, wherefore all of the problem incident to measuring and weighing bulk oils must be expected to arise in the proximate future. Because the experience of companies handling petroleum, vegetable, wood and animal oils in a general way parallels what is to be expected in the case of sardine products, it is of importance to packers to know something about the principles controlling the measuring of bulk oil.

We are told that in the vegetable oil industries much conflict has arisen between shippers of tank-cars lots of their products, it often happening that wide variances arise between the supposed quantity of oil shipped and the actual amount delivered. These questions sometimes involve insurance companies that have assumed the risk of leakage during transit. Investigation has revealed that most often the discrepancies arise not from loss through leaky containers, but instead from mistaken measurements of the oil either at the shipping end, at the receiving end, or both.

Strong Recommendation

The Wilbur-Ellis Company, large brokers in animal fats and oils of all kinds, has provided THE WEST COAST FISHERIES with a copy of "Circular No. 6," prepared and published by Curtis & Tompkins, Ltd., analytical, consulting, and engineering chemists of San Francisco. Brayton Wilbur, president of the first-named corporation in his letter of transmittal says:

"The trade is much interested in the methods of gauging the weight of bulk oil. Curtis & Tompkins, Ltd., have been very helpful in furnishing invaluable data to the bulk oil trade and their previous publications have gone a long way to enlighten the laymen and to make it possible better to understand a rather complex subject.

"The data covered in this last pamphlet and its importance to the table is so outstanding that we feel the subject should be entitled to space, so as to draw attention to the availability of this information. In the past the trade itself has made attempts to regulate and unify methods of gauging and surveying, but the subject has been so poorly understood that little headway has been made."

Scope of the Booklet

The 25-page pamphlet referred to opens with a description of methods commonly used in computation weights and

quantities of bulk oil, points out errors in these practices and recommends a different mode. It outlines the procedure in arriving at the content of circular tanks ashore, tells how to gauge and "chart" an empty container, and warns against all of the usual causes for error in such computations. From a discussion of receptacles, themselves it passes to a consideration of correct sampling, tells of automatic sampling devices, and describes how to arrive at average temperatures for large tanks full of fluid. Finally, "bleeder" sampling is described, and a ratio of gravity to temperature stated. The last of the booklet is given over to a discussion of barges, ship tanks, coefficients of expansion and the sampling of oil cargo as carried in deep tanks.

"Circular No. 6" is procurable at a cost of one dollar from Curtis & Tompkins, Ltd., 236 Front St., San Francisco. The same firm has, in times past, printed five similar booklets on allied subject matter.

OIL HEARING HELD

A. D. BUCKLEY, manager of the oil department of the Globe Grain & Milling Company, together with W. B. Hornblower, attorney for the firm, and Angelo Lucido, manager of the San Carlos Canning Company of Monterey, have appeared before N. B. Scofield, in charge of the Commercial Fisheries Department of the California Division of Fish and Game, and made application for permits to catch 10,000 tons of sardines during the 1930-1931 season for manufacture into edible oil.

At the time of the hearing neither of the commissioners put in an appearance. Scofield heard the petitioners, the only other representative of the Division present being Ralph Scott, Assistant Attorney.

The applications have been taken under advisement.

FRESH FISH SURVEY

(Continued from Page 54)

such a toll that prices collapsed. Captain D. Lozavina of the "Cleveland" was on the grounds at 12 A. M. August 1, and by 6 A. M. was alongside the fish wharf with five tons of barracuda. Soon later other vessels came in with additional tonnages, and the price tobogganed down to three cents, two-and-a-half cents and possibly even lower.

Purse-seiners have not succeeded in catching barracuda this season, practically all of the landings having been made by the smaller lampara outfits that, hav-

ing less draft and smaller gear, can fish close to shore and seine in among the kelp.

The catch of barracuda, August 1 to August 6, inclusive, was 161 tons, according to the records of the State Fish Exchange.

Rock cods have been in regular supply. Nothing especial to report.

Mackerel and smelt have been in evidence; enough to satisfy all requests.

Flying fish have been discontinued by the wholesalers and netters for that species have hung up their gear since the Japanese demand for the variety dropped off in late May.

Bluefin tuna, local, have been plentiful, and the market has had all that it could sell. Large tonnages have gone to the canneries this year.

Yellowtail have suddenly disappeared entirely. They have become as a curiosity at the very season when tons should be landed every day.

A tremendous run of sea bass has been inundating the dealers with tons of this splendid variety. A heavy run set in off Pt. Dume about July 25, some 15 boats taking part in the rich fishing. On August 1 the center of abundance shifted to Portuguese Bend, only an hour from San Pedro. Twenty-three gill-netters set their nets in the cove, all of the boats being Italian except for one solitary Slavonian outfit. Catches ranged from 750 pounds to 1,500 pounds per crew per day. The fleet left port each morning at about three o'clock, hauled and re-set their gear, and were back at the markets again by 10 in the morning. It was a gold mine until San Diego competition shot the price downward 50% in one day, the quotation being five cents a pound, dressed.

"We are all out of Gulf of Mexico shrimp," declare the dealers. "Nobody seems to know what is the matter. The Louisiana and Texas dealers say that the weather is fine and conditions seem right, but the shrimp simply are not there."

Swordfish have been very scarce. Despite a larger fleet of harpooners than has ever before taken part in the hunt, the catch has been only about 35% of that of 1929. Clare Small, chief swordfish dealer of the West Coast, gives as his estimate that 15 pulpit craft are operating out of San Diego and five others out of San Pedro.

"Broadbills are scarce on the East Coast this year—in fact, the conditions are almost exactly alike in both localities," says Small. "However, retail prices have not advanced, and the consumer can have his swordfish steaks at the same price as last year."

The specially-rigged harpooner "Prospector," of the Van Camp interests, has made as good a record as the other vessels in the business, but owing to the scarcity of fish has not produced as had been expected. It is plying out of San Diego at present.

Fishy and Otherwise

A. F. KITTLE, president of the California Ship Supply Co., has been hooking trout in the Bishop Country. On the east fork of the Walker River. "A. F." landed an 8-pounder which was his pride and joy of this trip.

* * *

R. W. LONG, Sales Department, Marine Hardware Co., San Pedro, is taking himself a real rest at his cabin on Strawberry Flats.

* * *

HOWARD WASHINGTON of James N. Washington, Inc., brokerage house, Philadelphia, which handles the account of the French Sardine Co. of Terminal Island grabbed a T.A.T. plane from his home town at 9:00 A.M., July 15 and alighted on terra-firma at Los Angeles, 4:00 P.M., the 17th. Washington spent several days at the French Sardine cannery, prior to proceeding, via plane, to Seattle in the interest of his salmon accounts.

* * *

WEAVER L. MARSTON, general manager of the Sharples Specialty Co. of California, visited his Los Angeles branch and the Los Angeles harbor canneries, in the interest of his fish meal plant equipment, during the fourth week of July.

* * *

STANLEY PICKERING, assistant secretary of the Van Camp Sea Food Co., Terminal Island, departed via the Santa Fe for New York, July 25. After looking over the "Big Town," visiting Boston and touring Newfoundland (where he spent his early days), Pickering will return West over the Canadian Pacific, stopping off at Banff and Lake Louise.

* * *

CHARLES DE VRIES, proprietor of the Marine Sheet Metal Works, Terminal Island, returned to his busy plant August 1 from a two weeks' vacation spent in Oregon. DeVries reports excellent fishing along the Columbia River and at Crater Lake.

* * *

NORMAN S. WRIGHT of the San Francisco Manufacturer's Agents firm, of which he is the head, visited San Pedro ship chandlers in the interests of his many lines, during the last week of August.

* * *

K. H. MOYERS, Pacific Coast agent for the Patterson Sargent Company, headquarters at San Francisco, on July 28 visited the C. J. Hendry Company, ship chandlery branches at San Pedro and Terminal Island.

* * *

J. ORMAND, manager of the San Francisco office of the Seth Thomas Clock Company, was in San Pedro boat yards vessel-supply houses during early August. Ormand says that the time-piece business is excellent—every one of the new tuna ships requires Seth Thomases in the wheel house, in the engine room, in the galley and in the skipper's room.

SAM V. CATTOLICA has just returned from a two-weeks tour of Southern California and Arizona, stopping to see friends in Phoenix. When asked whether they were friends or relatives, Sam said that they are friends now, but may be relatives later.

Sam is one of the oldest employees of the A. Paladini Co., Oakland, having eight years of seniority with the firm.

* * *

JOE CATTOLICA, brother of Sam Cattolica, of the A. Paladini Co., has "gone fishy" during his summer vacation from Marin Junior College. Joe is all-coast conference basketball and football star. At present he is a part of the Point Reyes salmon gang of the Northern California Fisheries, and is putting on weight to make him eligible for back-field squad of the California "Bears."

* * *

LEWIS FERNANDO BROWN of the sales department of Van Camp's Sea Food Company, Inc., spent the last two weeks of July on vacation in the Sierra Madre mountain resorts fishing and ?

The boys in the community lunch room at the cannery report that they are getting more generous portions of hot groceries than when Brother Johnson is on duty.

* * *

MAJOR C. H. HUNT, mechanical engineer of the Ingle oil-burning stove company visited San Pedro and Terminal Island ship chandlers, boat builders, and owners on August second and third.

* * *

JOE CAMILLO of the Van Camp Organization at San Diego leaves August 15 for a vacation in Eastern Oregon. Joe has a hunting and fishing expedition planned. Before returning home he will visit relatives at Rogerburg, Washington, and also stop in to see dealers and producers at both Seattle and San Francisco.

* * *

LUIS M. SALAZAR, San Diego ship broker and agent, spent his vacation, taken in July, in the San Francisco Bay District.

H. YOKOZEKI, secretary for the Southern California Japanese Fishermen's Association spent several days in conference with the members of his association and canners of Monterey prior to the legal opening date of the sardine season at that point.

* * *

MRS. DOROTHY H. UPJOHN and family are vacationing at Glacier National Park, having left San Diego via the Admiral Line August 4, for Portland, Oregon, from which point they continued by rail. Mrs. Upjohn will be missed at the Fishermen's Wharf, San Diego, by the users of "Protane" Bottled Gas.

* * *

MARSHALL MCGINITIE, vice-president of the Washington Iron Works, Seattle, in company with his Southern California representative, Lewis L. Livesley, visited the canners and boat builders of San Diego during early August in the interests of their "Washington" engine.

* * *

A. K. JOHNSON, manager of the San Diego branch of the Van Camp Sea Food Company, Inc., in addition to doing a thorough job of running that cannery, is doing equally efficient work as chairman of the Finance Committee of the "Fitts for Governor" campaign.

* * *

W. J. KINCAID, the "supt." of the Ingle concern, San Diego, has been considerably off stride these last few weeks, having picked up a stitch of sciatica in his hip-pocket.

* * *

W. C. EARDLEY, sales manager of the San Juan Fishing & Packing Company of Seattle, visited the Los Angeles and San Diego wholesalers during the latter part of July.

* * *

C. J. SEBASTIAN of the Sebastian Stuart Fish Company of Seattle, spent 6 weeks at that firm's cannery located at Tyee, Alaska.

* * *

J. J. SMITH, secretary and treasurer of the Ingle Manufacturing Company, San Diego, is vacationing with Mrs. Smith at Yellowstone National Park. The Smiths made the trip via motor.

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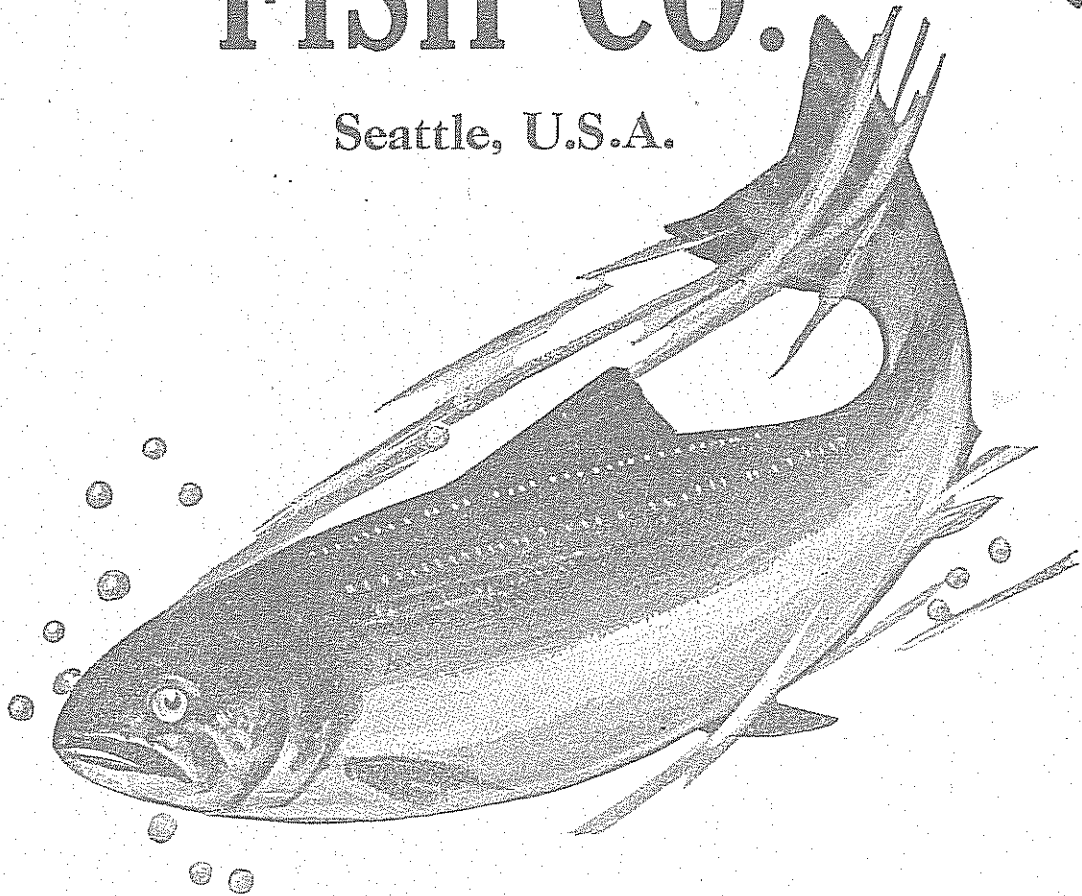
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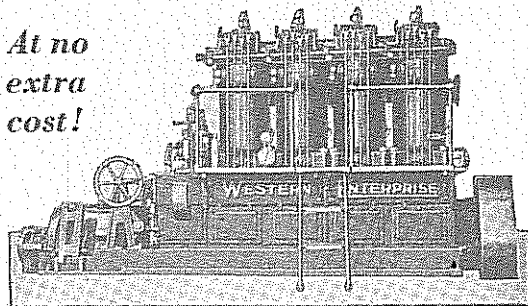
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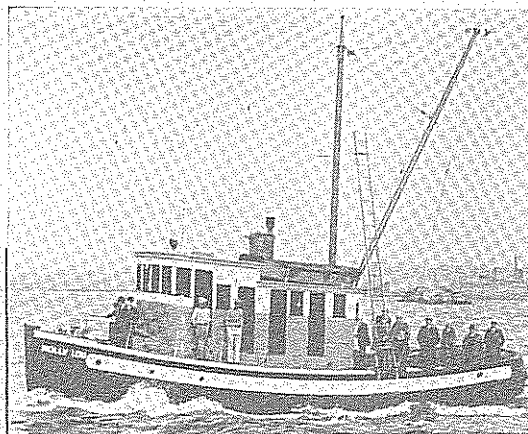
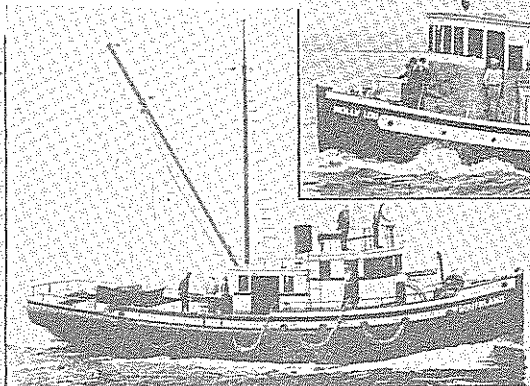
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